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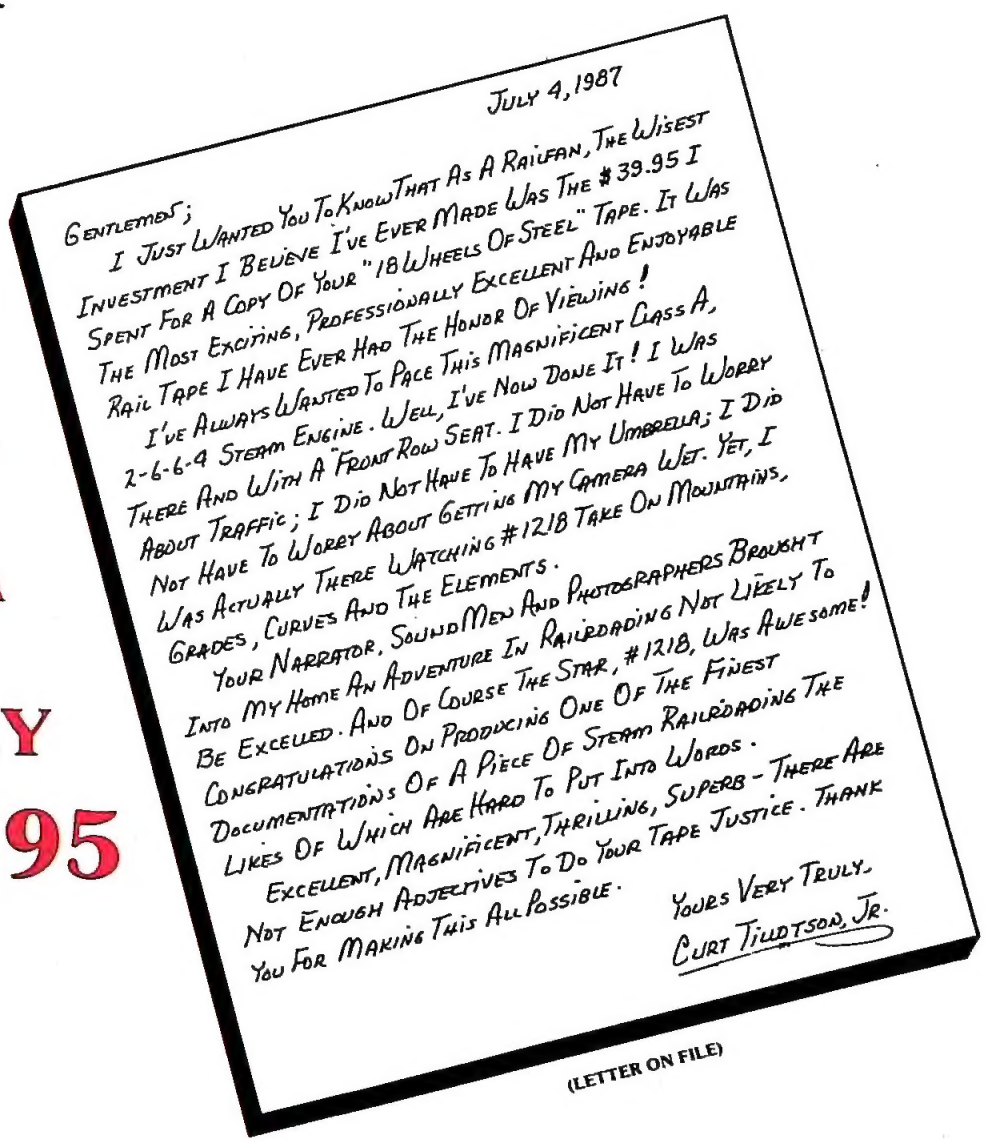

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TWO PHOTOS: 120 KODACHROME, DOYLE McCORMACK

Railnews

NEW F40PH-2C'S 1050-1053, the first of 26 for Boston's MBTA, have arrived. The 1050 was at Allston, Mass., on July 19, 1987. These F40PH-2C's and are 8'1" longer than an F40 to accomodate a Cummins engine for HEP. See page 38.

DOYLE McCORMACK bought BN F45 6627 for his Daylight Locomotive & Machine Works. Painted NYC "lightning stripes" in SP *Daylight* colors, it wears number 743 for his first NKP 2-8-4 cab ride. Portland's Brooklyn roundhouse (background) is being leased by the city, which has appointed Doyle "overseer." See page 38 for details.

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From the Publisher's desk: They Even Name Diesels

It wasn't really that long ago while stomping around the railroad yard at the New York Worlds Fair that I realized how many locomotives were named and that many of the names were after people: real and fictional. The New York Central had its *DeWitt Clinton* and the Pennsylvania had an early behemoth called the *John Bull.* Other locomotives carried names such as *Atlantic, Experiment, Rocket* and *Cycloped.* The people names were more interesting.

The B&O had a long history of named locomotives, although as the roster grew it became far more convenient to identify locomotives by numbered series and class. Many of the early locomotives preserved at the B&O Railroad Museum in Baltimore have names. Some are workhorse locos such as the old *Thatcher Perkins,* named after the master of machinery on the B&O and later the L&N around 1860, while others conjure up the romance associated with railroading's early days, such as the sleek 4-4-0 *William Mason.* In more modern times the B&O named its class N-1 5600 4-4-4-4 *Col. George H. Emerson,* the road's superintendent of motive power. Other late B&O steam locos were the 4-6-4 *Lord Baltimore,* and 4-4-4 *Lady Baltimore.*

If not named after American historical personages or railroad officials, steam locomotives were at times named after locomotive engineers such as the Erie's No.970 4-6-0 *Harvey Springsted.* The late Edwin J. Quinby once raced the *Harvey Springsted* when he was a motorman on the paralleling North Jersey Rapid Transit, resulting in his getting fired. Other Erie locos were also named, including the Erie's *Matt Shay* triplex. Another road that named experimental steam locos was the Delaware & Hudson.

Sometimes named locomotives were better known for events than for the person honored in the naming. The Connecticut & Passumpsig's *W. K. Blodgett* was a handsome diamond stacked 4-4-0 whose fireman for a time was a 19-year-old future president of the Baltimore & Ohio Railroad: the great Daniel Willard. The locomotive was preserved for all time in a fine painting by the late A. Sheldon Pennoyer, with Willard peering out of the right hand cab window.

Names were sometimes ironic, as in the case of New York & Oswego Midland (NYO&W) 4-4-0 No.69 built by Rogers in 1872 and named the *Rip Van Winkle,* which was returned to the builder in 1874 at a receiver's sale. Except for the *C. A. Wortentyke,* all other NY&OM (NYO&W) named locomotives were named for towns, although there was a Wortendyke town as well. All NYO&W locos carried numbers. The *C. A. Wortendyke* became NYS&W No.2.

Of course, the British have the real touch for naming locomotives, from the regal *Dutchess of Montrose* to the world-famous if slightly-ridiculous *Mallard.* It's too bad they didn't catch on over here in diesel days (the Rock Island gave it a good try, including GP38-2 4310 *The American Railfan*). A name like "*Invincible*" would be appropriate for a heavy cruiser or a Susquehanna F45. How about a Norfolk Southern SD40-2 *The Black Plague*? Or any Alco named *Mount St. Helens*? Or a C&NW GP50 *Jolly Green Giant*? Or a pet name for a Guilford GP39-2: *Melancholy*? Or the well-used SP tunnel motor *Decrepit*? This could get totally out of hand.

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Cover

There is something pure steam-era about the architecture of that Baldwin six-wheel truck, and it is rather amazing that the photo of Trona AS616 54 was taken in April 1987. The Trona Railway still operates three AS616s on five miles of the far end of its California desert line. David Lustig braved the heat to tell their story, beginning on page 51. Long gone, however, are the Trona's two huge Baldwin center-cabs. Only a few weeks before its retirement, Number 50 was teamed up with AS616 52 working the SP interchange at Searles in May 1973. Lower photo: 4×5 Ektachrome by Don Sims. Top photo: Kodachrome by Scott Snell.

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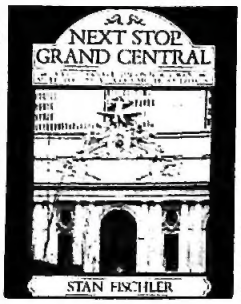

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Fanmail

Broadway's 85th

With reference to your coverage of our 85th Anniversary of the *Broadway Limited* event held in June, I was quite disappointed to discover in your September issue complete failure to mention the Railroad Museum of Pennsylvania in either the photo caption or the RAILNEWS segment published on page 32.

The Museum was the primary organizer of the event, with the superb cooperation of the Strasburg Rail Road and Amtrak. The Museum also is the owner of PRR 7002 and the train of 1890s PRR passenger cars used in recreating the 1902-era *Pennsylvania Special*. (The 7002 is leased to the Strasburg Rail Road.)

ROBERT L. EMERSON
Director
Railroad Museum of Pennsylvania

That was an unfortunate oversight on our part, and we appreciate your calling it to our attention. It was a significant event and one for which the Railroad Museum of Pennsylvania can be justly proud—M.D.

Today's Best Articulated?

I'm sure that I'm the umpteenth reader to tell you, and you and Huddleston have probably gnashed your teeth over it enough, but the table on page 40 of the September issue has both engines' grate area and total heating surface described in square inches, rather than square feet. Otherwise, a fine piece of work—we Westerners are envious.

JOE STRAPAC
Huntington Beach, Cal.

Great article on the N&W A and the UP Challenger. Found a couple of "gotchas." Page 36: "the 70-inch of the Class A being equaled by never surpassed by any articulated." Nope. The AT&SF 4-4-6-2s of 1909 had 73-inch drivers. On page 39: "the new Challengers were twins of the Big Boys except for the drivers (69″ versus 70″.)" Nope. The Challengers had 69″ drivers and the Big Boys 68″.

EDWARD C. MILLER
Broomfield, Colo.

The 1218 vs. 3985 was a great article, but what I'm writing about is the type-name "Monongahela" semi-proposed for the 2-6-6-4 wheel arrangement. Oh Boy! Us West Coast types don't even know that's the name of a river, let alone know how to pronounce it. That suggestion really deserves the same fate as C&O's name for its 2-8-4s: oblivion. All those 2700s on display or being reconditioned are "Berks" not "K'naws."

I would propose the type-name of "West Virginia" for the 2-6-6-4s, as it posthumously honors the obscure but pioneering P&WV and geographically describes where they were used. After all, every blessed one of the world's 2-6-6-4s ran in West Virginia at one time or another—even the SAL's which were sold to the B&O. And if this leads to the 1218 being nick-named the "Mountain Mama" after John Denver's song, why, who could argue after a trip from Roanoke to Bluefield behind her, such as I went on July 30 during the 1987 NRHS Convention?

ART HAMILTON
Tacoma, Wash.

It seems that rather than pizza and Pepsi our friend from Washington has been downing too many Olympia Beers. Huddleston's suggestion notwithstanding, it is not our place to rewrite history by naming locomotive classes any more than it is our place to put a "+" in an articulated. I propose that we treat Mr. Hamilton to some Iron City Beer and then dunk him once in the Monongahela River and again in the Kanawha—'cause you can mess with the unnamed 2-6-6-4s all you want, but, brother, them C&O K-4s were darned sure Kanawhas and not Berks. Interestingly, the C&O ultimately had both Kanawhas and Berkshires, for the Pere Marquette N-class were considered Berks. And just for the record, even the West Virginians had trouble with the Monongahela River; the county named after it came out "Monongalia" by mistake—J.B.

An advocate for the A

I wanted to bring to your attention a few points about the N&W A class locomotives. They were most certainly operated over the Cincinnati line (page 36) and were assigned to trains 77 and 78 from the time they were first scheduled until replaced by diesel-electric power. On page 37 "a total of 25 A's (including the 1218) were rebuilt with lowered crown sheets . . .". A's from 1200 to 1235 were so rebuilt, a total of 35 (don't you mean 36, Tom? Or was it 1200-1234?—J.B.). I don't believe Mr. Arthur Bixby is now, or ever was an N&W official. Arthur is a fine gentleman, but

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not an N&W official. On page 38, L.D. Bruce is actually A.W. (Alfred W.) Bruce.

As to your contention that a lot of Pepsi and pizza will have to be consumed before the question is resolved, I believe you gave the answer in the table of "Statistics for Comparison" on page 40. Anyone with a little common sense can readily figure out that the A was by far the superior locomotive. I would like to further point out that pound for pound, no freight steam locomotive even came close to the A. Any way you want to look at it, the facts prove themselves.

THOMAS D. DRESSLER
Portsmouth, Oh.

Tom Dressler has certainly earned the right to speak on behalf of the N&W A, having just completed a book on the topic that should be out shortly. A locomotive engineer for N&W out of Portsmouth, Ohio, he has become one of the contemporary experts on steam locomotives and made a recent trip as engineer on the 1218—J.B.

Articulateds and David P. Morgan

Who would ever dream of comparing two totally different locomotives such as the 1218 and 3985? Yet Gene Huddleston's story in the September issue turned out to be an extremely fascinating piece of reading material.

I believe Gene missed an important point discussing the use of four-wheel front trucks on the 4-10-2s and 4-12-2s only as a means of tracking ability. Those four-wheel trucks were an absolute necessity to carry the weight of three cylinders.

Those "rounded fireboxes" on the A class were actually modified Woottens, a fact that comes from the *Locomotive Encyclopedia*. Nothing was said about firebox sizes versus grate areas versus combustion chambers. In such large engines, the grates often did not occupy the entire firebox area, thus the excess space was part of the combustion chamber.

I do not think proper credit was given to the fact that the B&O KK1 and KK2 2-6-6-2s with 70-inch drivers built in 1930 actually were the development beginning of 2-6-6-4 and 4-6-6-4 types. Both of these were built at Baldwin right along with two experimental 4-8-2s, and all four engines have identical boilers and many interchangeable parts. Even though Gene mentioned the B&O engines briefly, the emphasis was put upon the P&WV 2-6-6-4s which actually were the second in progression of such designs.

Finally, your testimonial to David P. Morgan was excellent, perhaps the best treat-

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ment of his ability and work that has been written. Of course, the happy part of his retirement is that he still will be around the Kalmbach establishment and we shall continue to witness his guiding hand and occasional writings. In fact, he might now have more time to do even bigger and better things as a freelancer.

BERT PENNYPACKER
Philadelphia, Penn.

Kodachromes in Abo Canyon

In the July issue, "Action at Abo" made reference to the newly painted Santa Fe-Southern Pacific locomotives as "Kodachromes." I disagree. If one studies the paint scheme closely, they will notice that it more closely resembles a Chef Boy-Ar-Dee pasta product. After my study of many cans of said product, I deduce that the they have almost the same red and yellow colors with black lettering. Now, with the ICC turning down the merger and no talk of the Santa Fe appealing the decision, the yellow bonnet paint scheme will survive, as it should.

JOE LUCAS
Killingworth, Conn.

We shall resist any temptation to say something about "spaghetti Westerns"—J.B.

CN Mikado 3254

The September RAILNEWS contained yet another report on the activity of ex-CN Mikado 3254, its sale and move to Steamtown. Since the first report several issues ago I have been patiently waiting for an in-depth article on the Mikado's rebirth. An old Canadian freight hauler may not be as famous as a Pennsy K4 or a N&W A, but surely someone could relate the story of the hard work and dedication that went into the rebuilding of this engine.

KEITH MacCAULEY
Hamilton, Ont.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

GOWANDA, NEW YORK, October 1, 8 and 15. The "Cattaraugus Express" will operate over New York & Lake Erie on a Thursday schedule, Gowanda-Cattaraugus, N.Y. Leave Gowanda 1:30pm, return 4:30pm. Adults $7, under 12 $5, under 3 free.

October 10, excursion over NY&LE to Salamanca, N.Y. Depart Gowanda 10am, return 7pm. Visit Salamance Rail Museum during layover. Adults $15, under 12 $5, under 3 free. Contact: NY&LE Railraod, 50 Commercial Street, Gowanda, NY 14070.

VANCOUVER, BRITISH COLUMBIA, October 2-3. Two day excursion over British Columbia Railway behind Royal Hudson 2860. Departs Vancouver 8am Oct. 2, overnight at Williams Lake, return Vancouver 6:30pm Oct. 3, plenty of photo runbys. $295 includes overnight at Williams Lake. Package including air fare from San Francisco $495, from Los Angeles $515. Contact: Pacific Locomotive Assn., c/o Key Tours, 1510 Parkside Drive, Suite 200, Walnut Creek, CA 94596; 415/945-8687.

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THE BIG 'A' — THE BIGGER 'Y'

East of Bluefield — One hour as it is today

1218 The Big 'A' steaming North to Roanoke. The first trips on the Bluefield, Blue Ridge and Christiansburg grades. The only helicopter coverage **anywhere** of 1218's assaults on the Alleghennies. We've added Archie Julian's 13 minute classic: **"Battle For The Blue Ridge,"** now in sound: thundering articulateds, 70 MPH run pasts of the 'J's, branch line operation with Pacifics, the "Jawn Henry" and the 'Y' class spinning out again and again. One hour. 185 run pasts $39.95

West of Bluefield — One hour as it was yesterday

2100 Norfolk and Western Articulateds One of our all time favorites, now expanded to a full hour with newly discovered material. Part I features the agile 'A's racing between Williamson and Portsmouth. Part II has the 'Y's, the 2-8-8-2 sluggers, shaking the Appalachians to their very roots on the grades West of Bluefield. Another stunning tape from Arnold Jones and Bob Hanna. One Hour. 157 run pasts. $39.95

Both 1218 and 2100, two hours, 342 run pasts just $69.95

600 Powhatan Plus When originally introduced as "Maroon vs. Maroon," this tape was a sensation. Now Jones and Hanna have discovered almost twice as much footage of the Powhatan Arrow, the Cavalier, the Tennessean etc. and the mighty 'J's that pulled them. You can even climb aboard for a 60 MPH trip Portsmouth to Roanoke. For comparison we've added our own tape: "The Mighty 'J'". It features 611 with a perfectly matched maroon consist, identical to the Powhatan Arrow, en route Birmingham - Roanoke. Helicopter shots concentrate on the mammoth Toccoa viaduct and other great trestles along the way. 40 min. $29.95

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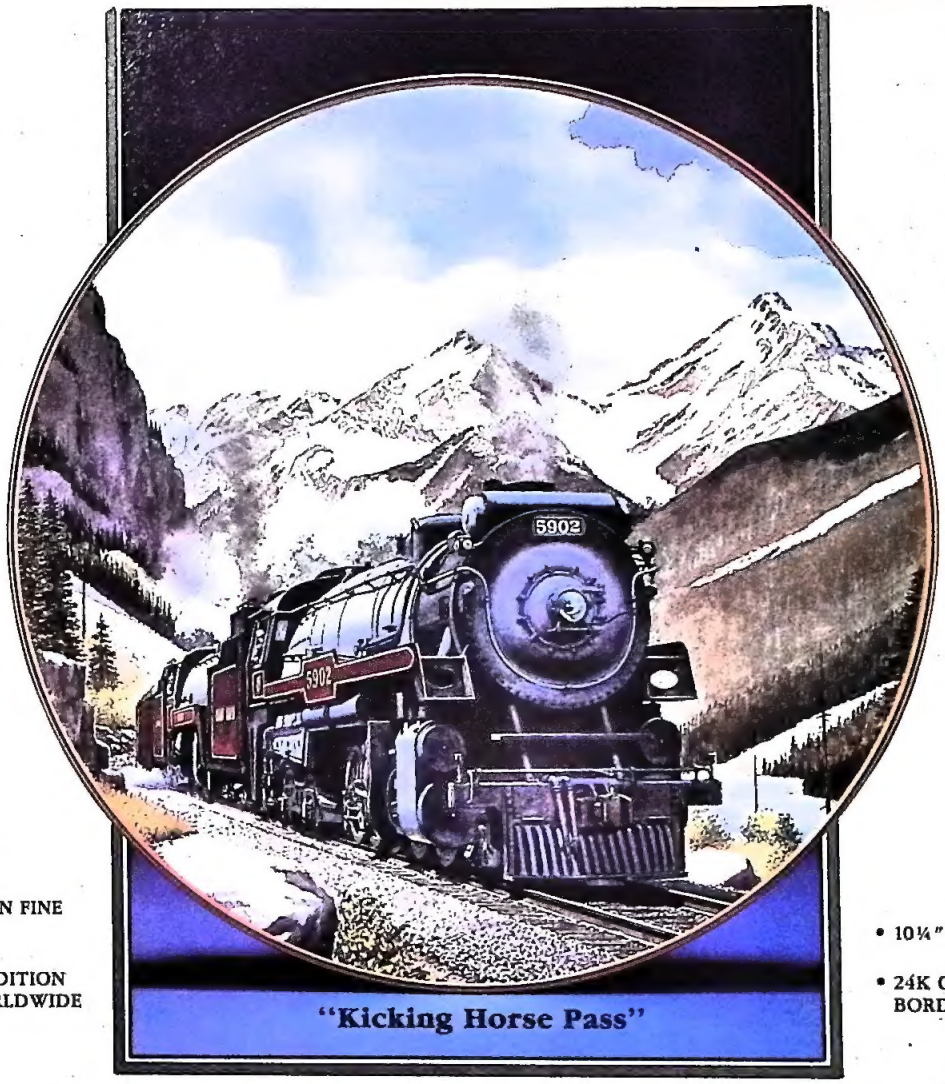

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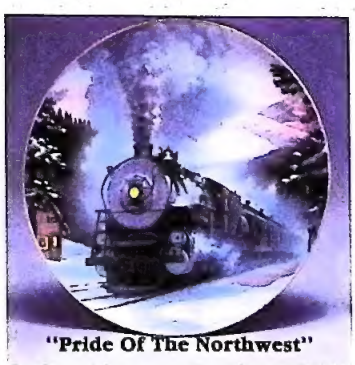

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5101 FRESH TREES AND FULL STEAM "May you and yours this Christmas Day and every day this coming year be blessed with health and happiness"
—artist Howard Fogg

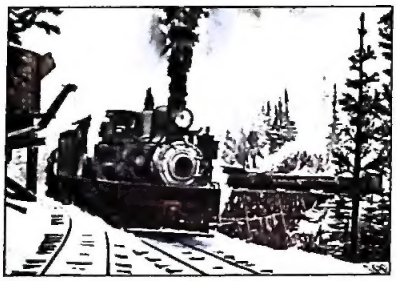
5092 RIO GRANDE SOUTHERN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"
—artist R.E. Pierce

5100 HEADED FOR TROUT CREEK PASS "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Frendships"*—artist Howard Fogg*

5038 THREE FOR THE HILL "This brings a prayer at Christmas time that God will always bless your home and you and those you love with lasting happiness."
—artist Howard Fogg

5077 HOME FOR CHRISTMAS "Times change and we with time, but not in the ways of friendship." "Let us keep Christmas, holding it close to our hearts, for its meaning never ends and its spirit is the warmth and joy of Remembering Friends"*—artist Carl J. Smith*

5088 WYOMING BLIZZARD! "Merry Christmas and Best Wishes for a Happy New Year"*—artist Howard Fogg*



5068 WINTER ON THE WEST SIDE "Merry Christmas and Best Wishes for a Happy New Year"
—artist Jan P. Rons

5002 HOLIDAY LOCAL TO THE NORTH COUNTRY "Peace and Good Will at Christmas and through all the New Year"*—artist Howard Fogg*

5095 WESTERN MARYLAND WINTER "May there come to you at this holiday time an abundance of the precious things of life: Health, Happiness, and Enduring Friendships"*—artist Howard Fogg*

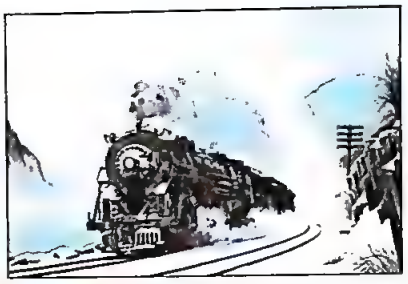
5014 THE WABASH CANNONBALL "With Best Wishes at Christmas and Happiness through all the Coming Year"*—artist Howard Fogg*

5090 SOO LINE WINTERSCAPE "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"*—artist Mike Danneman*

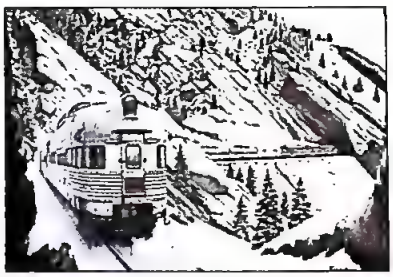
5041 PRIDE OF THE NORTHWEST "From our crew to yours... Merry Christmas and Best Wishes for a Happy New Year!"*—artist Howard Fogg*

5093 NORTH WOODS HIAWATHA "Merry Christmas and a Happy New Year"—*artist R.E. Pierce*

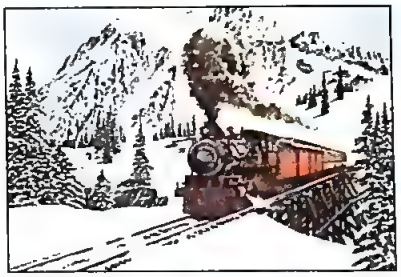
5076 "Joy is the Spirit of Christmas—Peace is the Hope of the World" "May the Peace and Happiness of the Christmas Season abide with you through all the Coming Year"—*artist Jodie Boren*



5013 GREEN FLAGS FOR A CHRISTMAS RUN "May the meaning of the Season be deeper, its friendships stronger and its hopes brighter as Christmas comes to you this year"—*artist Howard Fogg*



5065 THE CALIFORNIA ZEPHYR "With every good wish for Christmas and the New Year"
—*artist Howard Fogg*



5096 HOME FOR CHRISTMAS "To those we love and see each day, and other loved ones far away, to all good friends whose friendship means so much, and those with whom we're somehow out of touch... Merry Christmas and Happy New Year!—*artist Jodie Boren*

5060 "To those we love and see each day and other loved ones far away, to all good friends whose friendship means so much and those with whom we're somehow out of touch... Merry Christmas and Happy New Year"
—*artist Carl J. Smith*

5082 BIG BOY IN ECHO CANYON "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5054 THE YANKEE CLIPPER "Merry Christmas and a Happy New Year"—*artist Howard Fogg*

5089 SANTA FE SUPER CHIEF "Merry Christmas and a Happy New Year"—*artist Mike Danneman*

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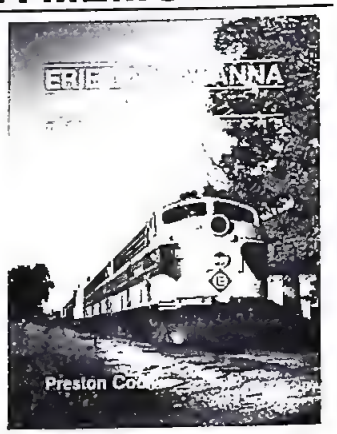

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DENVER, COLORADO, October 3. Union Pacific 4-8-4 8444 painted in 1947 two-tone gray to run Denver to Laramie. All tickets sold out.

HONESDALE, PENNSYLVANIA, Excursions on the "Stourbridge Line," Honesdale to Lackawaxen, Pa , and return, using BL2 54 and open window coaches. Listings show departure times from Honesdale: **October 3-4, 10-11, 17-18,** 9:30am and 2:30pm. **December 5 and 12,** 10am, 12 noon and 2pm. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

NICKEL PLATE 2-8-4 765, 1987 Season. NKP 2-8-4 is scheduled to be operated on the following dates and routes by the Ft. Wayne Railroad Historical Society. The following listings indicate **date,** route and (sponsor.) See listing at end for addresses of sponsoring organizations and contact them for specific information, prices, etc. Private charters are listed for photographic purposes only.

October 4, White Sulphur Springs, W.Va., to Covington, Va., 6pm departure (private); **October 8,** Clifton Forge to White Sulphur Springs (private); **October 11-12, 18-19,** Huntington to Hinton, W.Va., and return each day (CPH).

The sponsoring organizations are: (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707.

MYSTIC VALLEY RAILWAY SOCIETY excursions for 1987. All trips leave Boston and prices vary. Contact: Mystic Valley Railway Society, Inc., P.O. Box 486, Hyde Park, MA 02136-0488; 617/361-4445.

October 4, Cape Cod Round-Up, includes trip on Cape Cod & Hyannis. **October 10-12,** Foliage Holiday, visit Berkshire Scenic Ry., Delaware & Ulster and Lake George. **October 18,** Autumn Shoreliner, Amtrak to Old Saybrook, Conn., ride Valley Railroad to Essex and beyond.

OTTAWA, ONTARIO, October 4. "Ottawa Valley Autumn Steam Spectacular" between Ottawa and Pembroke on freight-only trackage behind ex-CPR 4-6-2 1201. Leave Ottawa 8am. Tickets $50 (Canadian). Contact (SASE please): Bytown Railway Society, P.O. Box 141, Station A, Ottawa, Ont. Canada, K1N 8V1.

NORFOLK SOUTHERN, 1987 Excursion Season. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 1218 is N&W Class A 2-6-6-4, "diesels" are SR green and gold FP7s or other diesel power. N&W 4-8-4 611 is out of service for boiler inspection.

October 10, FP7s Hagerstown, Md.-Luray, Va., and return (WC); **October 10-11,** 1218 Birmingham-Chattanooga and return each day (HOD); **October 17-18,** 1218 Chattanooga-Crossville, Tenn., and return each day (TVRM); **October 17,** FP7s Roanoke-Abingdon, Va., and return (RCN); **October 18,** FP7s Roanoke-Appomattox, Va., and return (RCN); **October 24-25,** diesels Chattanooga-Crossville and return each day (TVRM); **October 24,** FP7s Asheville-Hickory, N.C., and return (ASHV); **October 25,** FP7s Asheville-Bull's Gap, Tenn., and return (ASHV).

October 31 and November 8, 1218 Atlanta-Toccoa, Ga., and return each day (ACN); **November 1 and 7,** 1218 Atlanta-Chattanooga and return each day (ACN); **November 14, 15, 21 and 22,** 1218 Jacksonville, Fla.-Valdosta, Ga., and return each day (NFC).

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Over 50 minutes... the Authentic Steam Sounds of Engine #972...Recorded live at Jim Thorpe, Pennsylvania.

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Interested parties should contact Keith E. Lambregtse, Contract Administration and Procurement, 347 Madison Avenue, New York, N.Y. 10017 for further details.

The sponsoring organizations are: (ACN) Atlanta Chapter NRHS, P.O Box 81592, Atlanta, GA 30366; (RCN) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (WC) Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 640 Merrimon Ave., Asheville, NC 28804; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493.

BLUE MOUNTAIN & READING, 1987 Season. Blue Mountain & Reading off-line excursions on Conrail are planned on the following dates All trains originate from BM&R Temple, Pa., depot on the north side of Reading, unless noted. Locomotives are: Reading 4-8-4 2102; BM&R ex-GM&N 4-6-2 425; Rdg GP30 5513; Rdg C630 5308; and PRR Tuscan E8s.

October 10, BM&R Railfan Weekend.
October 11, 5308 and 5513 to Tamaqua.
October 18, 2102 and 5513 to Jim Thorpe.
October 24, 2102 Port Newark to Philadelphia.
October 25, 2102 Port Newark to Temple.
November 1, E8s over Horseshoe Curve to Gallitzen.
December 5 and 12, 2102 or 425 to Philadelphia.

For full details contact. Blue Mountain & Reading Off-Line Trips, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

WHIPPANY, NEW JERSEY, October 10. Railroad Festival '87 at the Whippany Railroad Musuem, Route 10 & Whippany Road, 11:30am-4:30pm, rain or shine. See M&E Alcos and rolling stock, NJ Transit and Conrail equipment and an "Operation Lifesaver" presentation. O. Winston Link will be on hand to autograph new book. Contact: Whippany Railroad Museum, P.O. Box 16, Whippany, NJ 07981.

HAGERSTOWN, MARYLAND, October 10. "Autumn Leaf Special" with SR FP7s on Norfolk Southern's beautiful Shenandoah Division from Hagerstown to Luray, Va., and visit the 18th Annual Page County Heritage Festival. Contact (SASE please): Winchester Chapter NRHS, 29 Whites Place, Winchester, VA 22601; 703/662-8964

ROCKHILL FURNACE, PENNSYLVANIA, October 10-11. East Broad Top Fall Spectacular. Steam locomotives and gas electric will run as well as Shade Gap Electric Railway trolley. Shop tours available. Passenger and freight will operate both days; special night train Saturday only. Contact: East Broad Top Railroad, Rockhill Furnace, PA 17249; 814/447-3011.

RIVERSIDE, CALIFORNIA, October 16-19. 27th Annual Association of Railway Museums Convention is offering activities ranging from a Santa Fe shop tour to tramways, trolleys and museum related items. Many buffet meals are also planned. Contact: ARM Convention, P.O. Box 2858, Riverside, CA 92516.

LOUISVILLE, KENTUCKY, October 17. Kentucky Railway Museum Fall Foliage Special from Louisville to Owensboro and return along the Ohio River with L&N 4-6-2 152 and Monon BL2 32. Leave Louisville 8am, return 8pm with 2 hour layover at Owensboro. Fare $59. Contact KRM, P.O. Box 22764, Louisville, KY 40222-0764; 502/895-3290.

PERRIS, CALIFORNIA, October 24-25. Orange Empire Railway Museum "Fall Rail Festival." Steam, diesel and trolleys will operate 9am to 5pm both days. Adults $5, children 6-11 $3, under 5 free. Contact: Orange Empire Railway Museum, 2201 South A Street, P.O. Box 548, Perris, CA 92370; 714/657-2605.

INDIANAPOLIS, INDIANA, October 24-25. Annual meeting of the Monon Railroad Historical-Technical Society at the Holiday Inn, Union Station. Saturday 9am-10pm, Sunday 9am-5pm. Admission both days $5, Sunday only $3. Activities include field trips, banquet, slide shows and more. Contact: E.J. Lewnard, 410 S. Emerson Street, Mt. Prospect, IL 60056; 312/255-9264.

NEWARK, NEW JERSEY, October 24-25. Eastern Steam Spectacular with Reading 2102 from Port Newark, N.J., both days. Saturday to Philadelphia (Wayne Jct.), Pa., and return; adults $52, kids $42; SEPTA to center city during layover. Sunday round trip to BM&R at Temple, Pa.; adults $62, kids $32, side trip on BM&R during layover. Two-day package $99, kids $74. First class available. Contact: Eastern Steam Spectacular, P.O. Box 2243, Clifton, NJ 07015; 201/488-5429.

BRODHEAD, WISCONSIN, October 31-November 1. "Brodhead Steam Train Excursions" on the Wisconsin & Calumet R.R. from Brodhead to Monroe and return using Mid-Continent Railway Museum's C&NW 4-6-0 1385. Sponsored by Brodhead's Historical Society, Jaycees and Lions Club, the train will depart Brodhead each day at 9am, 12:30 and 4pm for the 30-mile round trip. Fare $9.50; $27.50 First Class. Advance ticket purchase recommended; send SSAE if you want them mailed to you, or you can pick them up at the depot on the day of the trip. Specify day and time of your preferred trip, but please specify an alternate if your first choice is sold out. Make checks payable to Brodhead Steam train Excursions. Contact: Brodhead Depot, P.O. Box 65, Brodhead, WI 53520; 608/897-4651.

ESSEX, CONNECTICUT, November 7. Connecticut Valley Railroad Museum Railfan Day. Freight, passenger and mixed trains, equipment on display and railroadiana meet. All day tickets $20 ($24 after October 1), under 12 half price. Rails After Dark night photo session, $10. Contact: CVRM, P.O. Box 97, Essex, CT 06426; 203/767-0494.

INTERNATIONAL TOURS

GREAT RAILWAY JOURNEYS , P.O. Box 65, Miami, FL 33164, (phone 305/940-TRIP) is sponsoring the following tours:

India, December 18. 30 runs with steam, eletric and diesel using four gauges. 611 type steam, vertical-cylinder mallets, Calcutta trolleys, Bombay suburbans, luxury train rides, etc. $2987 for international jet, rail, land, water travel, authentic native or railway station accommodations and hotels.

South Africa, December 18, 1987, through January 3, 1988. Summer season includes over two dozen narrow-gauge steam, electric and diesel trains. Ride the luxurious *Blue Train.* Over 7800 km in all. $3711 covers jet, rail, ground, hotel fares and meals. Guaranteed cab ride. Generous rebates for early registration.

Australia Narrow Gauge, March 25-April 10, 1988. 20 runs including Aerotrain, doodlebugs, the outback mixed, main line limiteds and the "road train." $2988 includes air travel, hotels, sleepers, a one-day mini safari and meals.

RAILROADIANA MEETS

RAILWAY EMPLOYEES ACTIVITIES ASSOCIATION, 1987 schedule. All shows are Friday and Saturday 10am-9pm,

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1988 calendar commemorating C.G.W. Black and white pics, steam & diesel. 8½x11 pages, plastic bound, $5.75. Also, 11x17 laminated placemats of C.G.W. or Rock Island, $3.00. Note pads, C.G.W. heralds, $1.25 (others avail.). Note cards - pack of 12 (4 scenes) w/envelopes, $5.00. Send SASE for full list. Checks or money order to: The Ink Spot Sta., 6 S. Frederick, Oelwein, IA 50662, 319-283-1664

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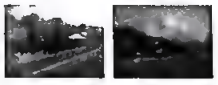

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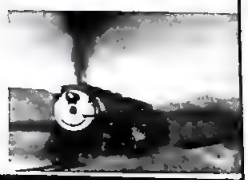

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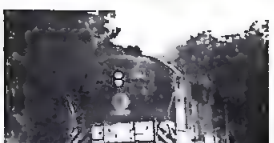

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Sunday noon-5pm. Admission free unless noted. Contact: James Madden, 14736 Alger Road, Cleveland, OH 44111; 216/476-0456.

West Seneca, New York, October 2-4, Seneca Mall.

Pittsburgh, Pennsylvania, October 9-11, Station Square, 450 Landmarks Bldg., One Station Square. Admission; Adults $2, family max. $3.50, kids free.

Burton, Michigan, October 16-18, Courtland Center, 4190 East Court Street.

Lancaster, Ohio, October 30-November 2, River Valley Mall.

Westlake, Ohio, November 14-15, Westlake High School (Saturday & Sunday hours.)

Cleveland Heights, Ohio, November 19-22, Severance Center, 3640 Mayfield Road (open Thursday.)

PERRIS, CALIFORNIA, October 3. Southern California's Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 So. A St., 9am-2pm, admission $2, or free with all-day passes. Contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7543 Main Street, Sykesville, MD 21784; 301/795-7447.

Hempstead, Long Island, New York, October 3-4, Hofstra University.

Wayne, New Jersey, October 10-11, William Paterson College.

Cherry Hill, New Jersey, November 7-8, Garden State Racetrack.

Monroeville, Pennsylvania, November 21-22, Pittsburgh Expo Mart.

Wilmington, Massachusetts, November 29-29, Shriner's Auditorium.

Timonium, Maryland, December 5-6, Timonium Fairgrounds.

Philadelphia, Pennsylvania, December 12-13, Philadelphia Civic Center.

WATERBURY, CONNECTICUT, October 4. Crosby High School Senior Class Train & Railroadiana Show at the Crosby High School, 300 Pierpont Road, 10am-5pm. Admission $2, kids under 12 free. Contact: Brenda Wooding, 165 Meriden Avenue, Southington, CT 06489; 203/628-8912.

PENNSAUKEN, NEW JERSEY, October 4. Greater Delaware Valley Train & Railroadiana Show and Sale at the Betsy Ross Convention Center, 9am-4pm, adults $3.50, under 12 free. Contact: Bruce Heiner, P.O. Box 240, Gibbsboro, NJ 08026; 609/596-1630.

GREAT AMERICAN TRAIN MART, 1987 season. These one-day shows will run in addition to the Great American Train Shows and feature a local layout of the month. All shows are 10am-5pm, admission $3, kids under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Cincinnati, Ohio, October 10, University of Cincinnati Great Hall, Tangeman University Center.

Chicago, Illinois, October 11, Dupage County Fairgrounds.

San Francisco, California, October 25, Solano County Fairgrounds.

Chicago, Illinois, November 8, Dupage County Fairgrounds.

Milwaukee, Wisconsin, November 28, Waukesha County Expo Center.

St. Louis, Missouri, December 12, Kell Autidorium.

Chicago, Illinois, December 13, Dupage Couty Fairgrounds.

CINCINNATI, OHIO, October 11. Queen City Railroad Transportation Artifacts Show & Sale at the Cincinnati National Armory, 4100 Reading Road, 10am-5pm. Adults $3, under 12 free. Contact: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914.

TOY TRAIN COLLECTORS SOCIETY, 1987 season.

Endicott, New York, October 11, 7am-5pm at the Banquet Master. Contact: Richard Baron, 57 Cook Street, Johnson City, NY 13790; 607/729-1676.

Rochester, New York, November 1, 11am-4pm at the Monroe County Fairgrounds Dome Center. Contact: Wayne Smith, 1360 E. Palmyra-Port Gibson Road, Palmyra, NY 14522; 315/331-3845.

Niagara Falls, New York, December 5-6. Saturday 1pm-6:30pm, Sunday 11am-4pm at the Niagara Falls International Convention Center. Contact: John Hedges, 160 Dexter Terrace, Tonawanda, NY 14150; 716/694-3771.

HANOVER, PENNSYLVANIA, October 16-31. Train Art Show will feature railroad related paintings, photos and artifacts at Gallery 45. Friday and Saturday 10am-5pm, Sunday Noon to 4pm. Contact: Gallery 45, 45 Baltimore Street, Hanover, PA 17331; 717/632-2521.

JERSEY CITY, NEW JERSEY, October 18. Rail Expo VII Model Railroad, Toy Train and Collectibles Show & Sale at the restored CNJ Terminal Building in Liberty State Park from 9am-5pm. Exit 14B from New Jersey Turnpike. Adults $5, kids free with parent. Tables $35. Contact: Communipaw Commemoratives, P.O. Box 831, Pamrapo Station, Bayonne, NJ 07002; 201/823-4983.

MILTON, VERMONT, October 24. Burlington Area Railroadiana & Model Railroad Show at the Milton High School, U.S. Route 7, 10am-4pm. Adults $2.50, kids 6-12 $1, under 6 free. Contact: Karen Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

ST. LOUIS, MISSOURI, October 24-25. 3rd Annual Model Train & Railroadiana Sale at the Ramada Inn, I64 & Rte 159 in Fairview Heights. Saturday 10am-4pm, Sunday 11am-4pm, adults $2, teens $1, under 12 free. Contact: Boxcar Annies, P.O. Box 335R, Centerville, GA 31028; 912/953-3782.

GREAT AMERICAN TRAIN SHOW, 1987 season. Each show will be open noon-5pm both days. Admission $4 for adults, under 12 free with adult. Contact: GATS Ltd., P.O. Box 1745, Lombard, IL 60148; 312/834-0652.

Milwaukee, Wisconsin, October 24-25, The Mecca.

St. Paul, Minnesota, October 31-November 1, St. Paul Civic Center.

Louisville, Kentucky, November 14-15, Commonwealth Convention Center.

Indianapolis, Indiana, November 21-22, Indiana Convention Center.

Portland, Oregon, November 28-29, Portland Memorial Coliseum.

DEARBORN/DETROIT, MICHIGAN, October 25. Redford Model Railroad Club Trainorama '87. Railfan films and operating layouts at Dearborn Civic Center, Michigan Ave. at Greenfield, 10am-4pm, admission $1.50, under 12 free with adult. Contact: Frank Gendernalik, P.O. Box 1174, Dearborn, MI 48121; 313/937-0361.

MOORHEAD, MINNESOTA, October 25. Spud Valley Model Railroad Club's 9th Annual Railroad, Model Railroad and Toy Flea Market & Show at the National Guard Armory, 222 South Fifth Street. Adults $1, families $2, tables $10. Contact: Railroad Flea Market, P.O. Box 374, Moorhead, MN 56560.

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B-39	Railways of Southern Quebec, Vol. II	17.95	9.95
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B-43	The Grand Trunk in New England	29.95	29.95
B-45	CPR Diagrams and Data (Steam Locomotives)	9.95	8.95
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LITTLETON, NEW HAMPSHIRE, October 31. Ammonoosuc Valley Railway Association Annual Fall Model Railroad Show at the Continental 93 Motor Inn, Exit 42 off I-93, 10am-4pm, donation $1, under 12 free. Contact: Rober Robar, 17 Pine Street, Lisbon, NH 03585.

OKLAHOMA CITY, OKLAHOMA, October 31-November 1. OKC Train Show sponsored by the Central Oklahoma Railfan Club in the Old International Building at the Oklahoma State Fairgrounds. Saturday 9am-5pm, Sunday 11am-5pm. Adults $3, under 12 free. Tables $15. Contact Ed Birch, Jr., 1313 West Britton Road, Oklahoma City, OK 73114; 405/842-4846.

GAITHERSBURG, MARYLAND, November 1. Tenth Annual Gaithersburg Railroadiana Show & Sale at the Montgomery County Fairgrounds, 10am-5pm. Adults $3.50, under 12 free. Contact: Charles W. Miller, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

PAWTUCKET, RHODE ISLAND, November 14. Little Rhody Division NMRA Model Railroad Meet & Display at the Pawtucket Congregational Church, 40 Walcott Street, 10am-4pm. Operating layouts and clinics, free admission. Contact: R. Johnson, RR2, Box 641, North Scituate, RI 02857.

FORT WAYNE, INDIANA, November 14. Train & Collectable Toy Flea Market at The Lantern, 4420 Ardmore, 11am-4pm. Tables $8. Contact: Royce Hutchison, 7112 Baer Road, Fort Wayne, IN 46809; 219/747-4485.

BLOOMINGTON, ILLINOIS, November 14-15. Central Illinois Great Train Show sponsored by the Central Illinois Railroad Club at the College Hills Mall. Free admission, Saturday 10am-9pm, Sunday noon-5pm. Contact: Keith Erickson,, Central Illinois Railroad Club, P.O. Box 1692, Bloominton, IL 61702; 309/662-1048.

UNION, NEW JERSEY, November 15. Tri-State Railway Historical Society Railroadiana Show & Auction at the Boys & Girls Club of Union, 1050 Jeanette, 9:30am-2:30pm. Large number of exhibits, sales tables and movies & slides. Auction starts at 11am. Adults $2, kids and seniors $1, under 12 free. Contact: Tri-State RHS, P.O. Box 2243, Clifton, NJ 07015; 201/488-5429.

NORWALK, OHIO, November 15. Norwalk & Western Railroad Club Train Show & Swap Meet at the Norwalk National Guard Armory, 10am-4pm. Adults $1.50, families $3. Contact: Steve La Conte, P.O. Box 938, Norwalk, OH 44857.

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Railroadiana

What's New

In keeping up with technology, something new has become available for the railfan or modeler. "Design Your Own Train" from Abracadata is a computer software package which enables you to design your own transit system, railroad or equipment in as much detail as desired. The user gets a "birds eye" down-on perspective and can design and operate one city block or an entire metropolis. The railroad can consist of up to 26 operational switches, four independently controlled trains, operating freight stations and other businesses, up to 128 different scenery shapes and more. Operation is totally flexible: there are 99 different variations of speed and direction, and switches can be operated automatically or manually.

The locomotive designer gets a draftsman's view and can design his or her own locomotive, basically from scratch. There are hundreds of colors for both the locomotive and the railroad and different type faces for logos and design callouts. The system can support 47 printers. Right now the software is only available for Apple II computers with a minimum 64K memory (Apple II+, IIe, IIc, IIgs) and uses the keyboard, mouse, paddles, pad or joystick. More formats are in the works, but not immediately available.

The railfan can have a lot of fun planning and operating his own railroad, or even setting up an existing branch line or transit division just to see if you would operate it like the pros. The modeler may find it handy in plugging in trackplan ideas and seeing if they work before spending time and money on materials not needed, or finding a slight modification may improve operations tremendously. It doesn't take much track and benchwork to equal the price of this software package. It sells for $49.95, VISA and MasterCard accepted, and can be purchased from Abracadata, Dept. RFRR, P.O. Box 2440, Eugene, OR 97402; 503/342-3030.

October is National Stamp Collecting Month, and for 1987 the theme is "Steaming Along with Stamp Collecting—All Aboard!," reaffirming the Postal Service's recognition of the tremendous contributions made by the railroads to the growth and development the nation. On October 1, 1987, the Postal Service will issue a commemorative booklet of five 22¢ stamps featuring historic locomotives: the *Stourbridge Lion* (1829), *Best Friend of Charleston* (1830), *John Bull* (1831), *Brother Jonathan* (1832) and a Gowan & Marx 1839 4-4-0. This year's National Stamp Collecting Month program has been expanded to include all Post Offices, and the stamps will be available throughout the month of October.

Getting more popular with each passing year is the continuously-updated *Compendium of American Railroad Radio Frequencies*, compiled by Gary L. Sturm and Mark J. Landgraf. This little booklet is regarded by many as the "bible" for railfans with scanners. The format, similar to previous editions, lists each railroad in order of its report-

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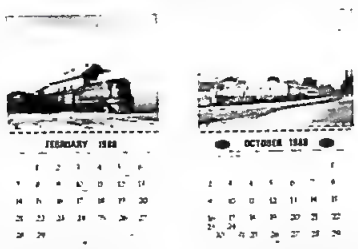

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ing marks and then gives all frequencies assigned and the areas in which they are used. This 54-page book is compact, only 6¾"×8½" and will fit in most camera bags for easy reference while on the road or grabbing a fast bite. Since accidents do happen, the covers are plastic laminated and can be wiped clean with a damp hamburger bun. The *Compendium* contains listings for Class 1 railroads, transit systems, industrials, short lines, museum and tourist operations and foreign railroads, including discussions on types of radio equipment used by the railroads, what channel designations mean, etc. A particularly handy part of the book is a listing of railroads which do not use radios, which may save many hours of futile research. The book is very informative and a bargain at $9.00. It is available from Compendium of American Railroad Radio Frequencies, Mark J. Landgraf, 3 Coralberry Circle, Albany, NY 12203.

Veteran photographer John Krause, who prepared many books for Carstens in recent years, has now teamed up with Steve Esposito to form an independent publishing business called Andover Junction Publications. Their first two releases focus on Reading 4-8-4s and Norfolk & Western's Classes A and J. Their first book, *The Reading's T-1, an Unusual Northern* by Rod Dirkes, is a 64-page 8½"×11' horizontal format softcover with many rare photos of Reading's famous 4-8-4s from their construction up through the Reading Rambles. It is done in a pictorial format, with an introduction by noted Reading authority Bert Pennypacker. The reproduction is very good on quality coated paper. We borrowed three vintage photos from this book for the "2102: 25 Years of Excursions" article in last month's R&R.

Their second book, released just in time for the 1987 NRHS Roanoke Convention, is *N&W: A and J*, by William E. Warden. This 64-page 8½"×11" horizontal softcover is a black & white pictorial history of the N&W's A class 2-6-6-4s and J class 4-8-4s, with informative captions and text. There are lots of fine action views of these two classic classes in regular service along with a few pages devoted the the after-market life of 1218 and 611. Both books sell for $12.95 and are available from dealers around the country or postpaid from Andover Junction Publications, P.O. Box 1160, Andover, NJ 07821.

For something a little out of the ordinary *Railroad Work Equipment and Special Service Cars*, by Robert J. Wayner, is an 8½"×11" 72-page horizontal softcover depicting various work and non-revenue equipment used by railroads, done in a format similar to his previous roster books and indexes. The reproduction is very good on heavy paper, and the photos feature such creations as Electro-Motive's Test Car, an F3B with the screens filled in that could be coupled between any two diesels for analysis. Cranes, spreaders, tunnel clearance cars, catenary platforms and even the 1926 Rickenbacker fitted with flanged wheels for the Maryland & Pennsylvania are samples of the equipment, much of it dating beyond the turn of the century. This book sells for $11.75 and is available from Wayner Publications, P.O. Box 871, Ansonia Station, New York, NY 10023.

Boston's Commuter Rail—Second Section, by Thomas J. Humphrey and Norton D.

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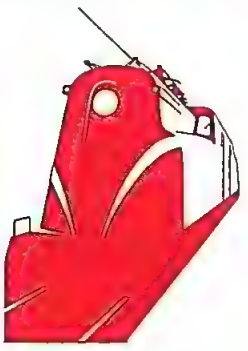

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So you got all your photos back from the Roanoke Convention and have gathered your railfan friends for a slide bash ... impress them even further by serving the drinks and munchies on the "Six-Eleven Railroad Server," a handsome metal serving tray featuring a full color photo of N&W's 4-8-4 611 (nearly engulfed in smoke and steam at Bellevue, Ohio) against a Tuscan red border with gold trim. This 10½"×13" metal tray has a reproduction of an N&W *Pocahontas* and *Powhatan Arrow* advertisement and a bit of historical data on the back and the photo of the 611 on the front. A hook is included so that the tray can be used as a wall plaque. This serving tray sells for $19.95, plus $3.00 postage & handling and is available from Bryan Station, P.O. Box 511, Bryan, OH 43506.

Calendar Call

Since many railfans are also interested in ships and lake boats, it is not inappropriate for us to mention a 1988 calendar called "The Lakers" compiled by Eric Hirsimaki, the author of the book on the Lima Locomotive Works reviewed in our September 1987 issue. This all-color 11"×17" foldout wall calendar

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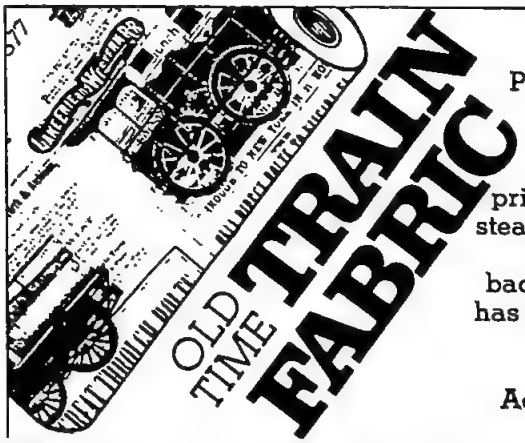

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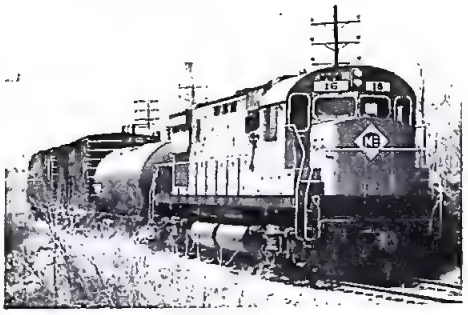

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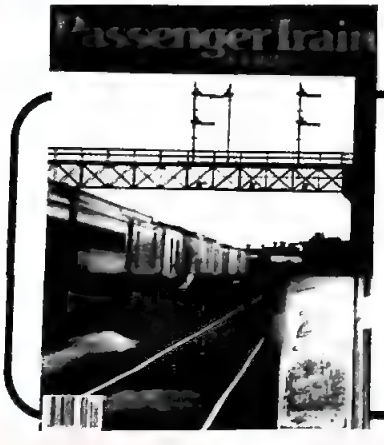
The Anthracite Railroads Historical Society 1988 calendar features a fine array of black & white and color photos of the fallen flag anthracite-hauling railroads of the Northeast. Some of the photos were winners in their annual vintage slide contest. First prize is on the cover with a sunny August 1956 view of Reading T-1 2117 crossing the Pennsy's Rockville Bridge on a freight. Other color scenes include a night winter scene of Lackawanna's East Stroudsburg, a CNJ green and yellow Geep, and clean Cornell Red Lehigh Valley GP38s on *Mercury-2* at Geneva, N.Y. Black & white views include a Reading Consolidation at Tamaqua and a U30C-SD35 lashup on a freight; Lehigh & New England FAs and a 2-8-0; L&HR RS2s and C420s; a CNJ Mikado; a Lehigh Valley 2-10-2 working the hump at Oak Island; a DL&W camelback 4-4-0 on a milk train and an A-B-B-A set of F3s. This 11″×17″ calendar sells for $8.00 postpaid from the ARHS, P.O. Box 119, Bridgeport, PA 19405

Adolf Hungry Wolf has produced another full-colour "Canadian Railway Scenes" calendar for 1988. This 11″×17″ foldout calendar contains a pleasing mix of vintage and contemporary scenes including a brightly decorated CPR 4-6-2 for an employee picnic; CPR Pacific 1201 and CNR 4-6-0 1392 in a night shot at Steam EXPO; a CNR Mikado coaling at Ft. Rouge, Manitoba; a VIA FPA4 and F40PH side by side in Sudbury, Ont.; a 1958 view of a CNR Mikado on a freight in Fraser Canyon; CNR 4-8-4 6218 at twilight in Barrie, Ont., in 1971; Ontario Rail's CPR 4-4-0 136 bringing home a Christmas tree on its pilot and doubleheaded with CPR 4-6-0 1057; a CN 4-8-4 on the high trestle at Rivers, Mani-



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toba, in 1956; an Algoma Central excursion in Agawa Canyon; and a CPR 2-10-4 in action near Banff, Alberta. The layout is attractive and the photo reproduction is excellent. It sells for $9.95 from Good Medicine Books, Box 844, Skookumchuck, B.C. V0B 2E0.

The Inland Empire Railway Historical Society 1988 calendar contains 14 black & white views from the Pacific Northwest including a St. Maries Railroad switcher with a log train; a Milwaukee Road "Little Joe" at Avery, Idaho; a UP 2-8-0 on a wooden trestle on the Wallace Branch, an NP 4-6-6-4, a Craig Mountain Lumber Co. log loader and Heisler, an Oakway SD60, a Spokane International steam in the snow scene; a GN snowplow being pushed by boxcab electric; a GN 2-8-8-2 at Hillyard, a Spokane trolley; a BN SD40-2; an SP&S Challenger and two vintage scenes of a Spokane International 2-8-0 and an NP Superintendents auto-on-flanged-wheels. On the front cover is a color photo of NP passenger F-units. The reproduction is good, though a few of the original prints are marginal. This calendar sells for $5.00 from the Inland Empire Railway Historical Society, P.O. Box 5534, Spokane, WA 99205.

Suspicions confirmed: The whole purpose for restoring PRR K4 1361 was to finally give Don Wood some new color photos to use on his enduring "All Pennsy Calendar." And the opening shot is really a beauty of timeless style. In addition, there are eleven large 11″×14″ black & white photos, beautifully printed on 22″×16″ pebble grain paper suitable for framing. The scenes by Don Wood or from J.R. Quinn's collection feature I1s, an L1, a G5 on the Norristown line and a sister G5 at the State Museum in Strasburg, the new Budd tubular train behind an E8 5890, a pair of huge J1 2-10-4s, E7s on an NY&LB commuter train, an M1 simmering under the Denholm coaling wharf, a pair of F3s lugging a freight, GG1 4912 and a 1941 view of the resurrected lady, K4 1361, leading the *American* out of St. Louis. As always, this is a fine calendar and a real bargain at $6.25 from Audio-Visual Designs, P.O. Box 24, Earlton, NY 12058-0024.

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THE TORONTO CIVIC RAILWAY, AN ILLUSTRATED HISTORY, by J. William Hood is a 152-page 8½″×11″ hardcover describing in great detail the equipment and operation of a little-known municipal street railway. From 1890 through 1910, the city of Toronto annexed new territory, doubling its physical size and population. Despite fran-

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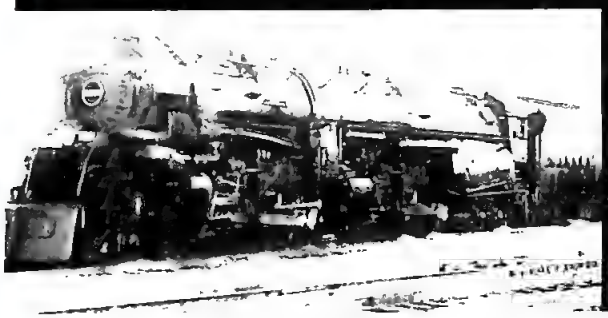

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chise obligations, the Toronto Railway refused to expand into the new areas, and City Council undertook the construction and operation of a street railway. The initial plan was to build five lines, all separate, with each intended to serve new territory. Only three were actually built, though two other very short routes were added later. Three small carhouses were built. Two chapters of this book are devoted to the routes and carhouses and are outstanding examples of the author's extensive research. There is a large collection of fine photographs of construction and early operation, supplemented by trackage diagrams and carhouse plans.

In its short life span, the Toronto Civic Railway operated seven types of equipment totaling 70 cars, all of which were purchased new. These ranged from large double-trucked wooden arch-roof cars to steel cars and a small fleet of single-truck Birneys. The cars are thoroughly covered in an extensive chapter which includes eight outstanding scale car drawings. Fares are covered in a chapter which also contains color reproductions of tickets and transfers. The Post-Civic Years chapter describes the operation and eventual disposition of each of the cars following the railroad's absorption into the newly-formed Toronto Transportation Commission in 1921.

This is an outstanding book by every measure, covering a largely neglected subject. There are over 150 photographs with exceptional reproduction. It is available for $25.95 (U.S. funds) from the Upper Canada Railway Society, P.O. Box 122, Station A, Toronto, Ontario, Canada, M5W 1A2.

THE KITE ROUTE, STORY OF THE DENVER & INTERURBAN RAILROAD, by William C. Jones and Noel T. Holley. This is a 160-page 8½"×11" hardcover detailing the life and times of an electric interurban railway that faded away early, the victim of the motor car and the paved road. The Denver & Interurban Railroad, a subsidiary of the Colorado & Southern Railway, was created in a period of expansion following the turn of the century. It was soon known as the

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"Kite Route" because a map of the line resembled a kite flying at the end of a string. The authors have accomplished a very creditable feat in documenting an operation that was abandoned in 1926, 61 years ago.

This is an outstanding book with a very readable story. Over 150 photographs have been assembled, and many are exceptional. Reproduction is excellent. Additionally, there are numerous maps, track diagrams, brochures and documents, timetables and a large display of tickets. There are also seven scale car drawings including the Fort Collins Division motor cars and trailers. Every facet of the railway and its operation is well covered, and the attractive cover is an invitation to your lasting pleasure. Available for $27.95 postpaid from Pruett Publishing Company, 2928 Pearl Street, Boulder, CO 80301.

Book Reviews

The Beauty of Railroad Bridges In North America—Then and Now, by Richard J. Cook, published by Golden West Books, San Marino, CA 91108-8250. 210 8½"×11" pages, hardcover, $44.95.

The most frequently used prop in train photography is the railroad bridge. When the scenery isn't the greatest, the sun is at the wrong angle and the only train of the day is on its way, find a bridge and the photo should be just fine. Don't think you've discovered something new by doing this, however, as rail photographers have been seeking out bridges to enhance their photos for decades.

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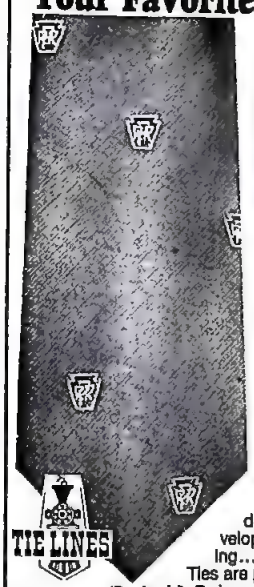

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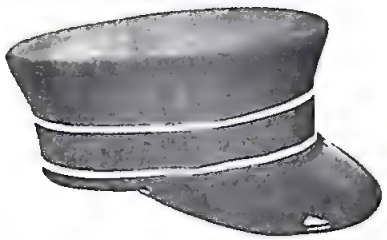

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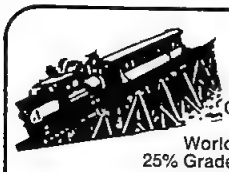

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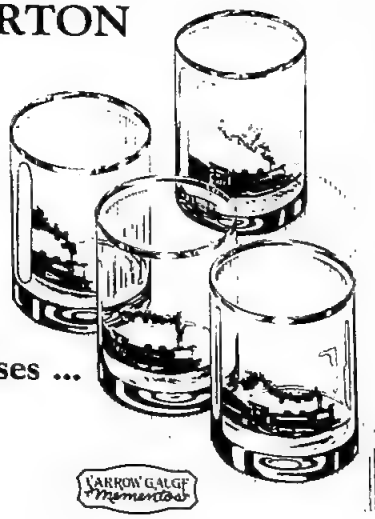

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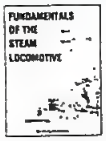

Fundamentals Of The Steam Locomotive First published in 1949. Illustrations of components and early locomotives and information on erecting the locomotive. $6.50 each.

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bore you to death" book on the why's and how's of the railroad bridge. Why did one engineer use a framed truss and another an arch? How come there are stone bridges, wooden ones, others of iron, steel, brick and/or concrete, not to mention lift and suspension bridges?

The crowning touch is that in this book there are trains on most of these bridges. Great shots of passenger trains and freight; steam, diesel and juice; close shots and far shots; publicity shots and railfan shots; and a few shots you've seen before while the majority are previously unpublished.

Still not interested? Consider thumbing through this effort anyhow, for in it you will find such gems as a Great Northern 4-8-2 pulling a heavyweight passenger train, a Pacific Electric blimp as it rolls towards Long Beach, a monstrous Duluth, Missabe & Iron Range 2-8-8-4, a Kansas City Southern E unit and on and on, all photographed on a bridge.

What is extremely pleasant about this book is that it could have easily been done badly by merely throwing together hundreds of readily-available bridge and train shots. Instead, Cook has created a one-volume-tells-you-almost-everything book on bridges. It is nicely researched, planned, illustrated, written and printed. It is intelligently organized into interesting and easily-digestible chapters such as "Bridges on Stilts: Trestles and Girders," "Bridges that Move" and "New Bridges for Old." And there are more than enough train action photos to qualify this as a railfan book. As we approach the Christmas season, it occurs to us that this is one book that will appeal to any railfan, regardless of his or her passion for steam, diesel, electric, period or contemporary. Railroad bridges are universal—DAVID C. LUSTIG.

Erie Lackawanna Memories, The Final Years by Preston Cook. Published by Old Line Graphics, 1604 Woodwell Road, Silver Spring, MD 20906, 128-page 8½"×11" hardcover, $35.95.

In October 1960 the Erie Lackawanna Railroad was born of the merger of the Erie and the Delaware, Lackawanna & Western. The new railroad billed itself as "The Friendly Service Route." While this may or may not have contributed to its success as a freight hauler, it endeared itself to passengers and fans alike. Its equipment and right of way were maintained as well as could be expected of a company with financial problems, and its employees were as dedicated as any could be.

Preston Cook's 151 color photographs have captured the spirit of the Erie Lackawanna, a colorful competitor born of the diesel era. The book does not try to be a history of the EL, though it includes a capsule history, a 1972 freight schedule and a complete diesel roster. It highlights the action of the early 1970s when the EL was populated with F and E-units (E's in freight and on the Port Jervis, N.Y., commuter operation), Geeps and RS3s and second-generation chop-noses from Alco, EMD and GE. A brief description of the operations depicted in each of the six chapters precedes the pictures. Almost one-half of the book covers the western end of the road, though coverage is complete from Chicago to Hoboken. The geographic balance is far from perfect, for although Author Cook traveled the entire railroad, he lived in Marion, Ohio, during the period covered in the book and obviously has his best material from that area (about the only part of the system seriously overlooked is the Chicago terminal district). The book's final chapter, "The Electric Encore," shows the electric commuter operation that survived in New Jersey essentially unchanged long after the rest of the EL had disappeared under a coat of Conrail blue.

Mr. Cook has provided the reader with maps of the the main lines (showing subsequent abandonments and take-overs) and important yards at Marion, Hornell, Scranton, Binghamton and Meadville.

Each photo is bold, large and very colorful, and the reproduction is excellent. Preston's style of photography requires good sunlight, though he mastered night photography and always makes good use of the entire 35mm frame. His results are the spectacular photos ranging from calendar-photo views of the Canisteo valley to a quartet of grimy RS3s belching out black smoke in a load test or covered wagons on a foggy night. The captions are intelligent and informative, having been written by the same experienced professional railroader who took the pictures.

Mr. Cook prides himself in that he has authored an all-color book produced entirely in the U.S.A. for a reasonable price. With its many facts, maps and photos, *Erie Lackawanna Memories* is not only an entertaining work of art but a valuable piece of history, as well—WILLIAM GUIMES.

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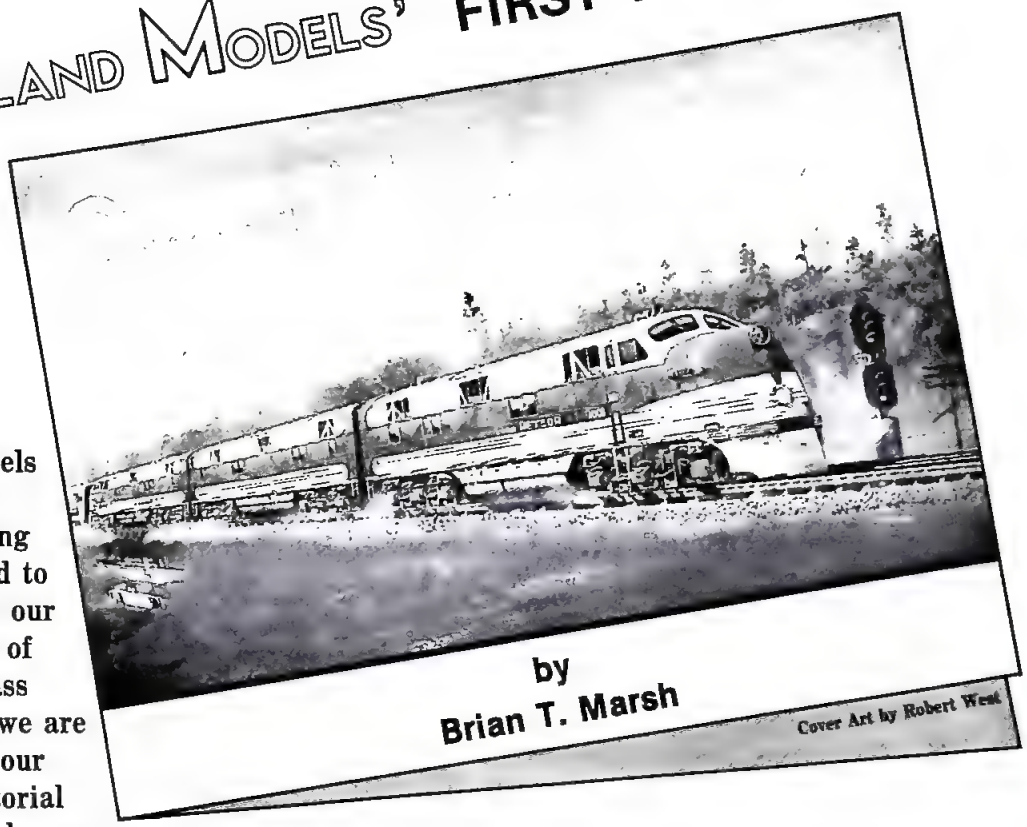

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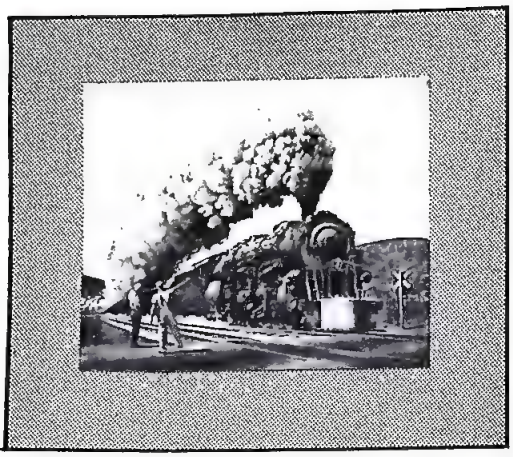

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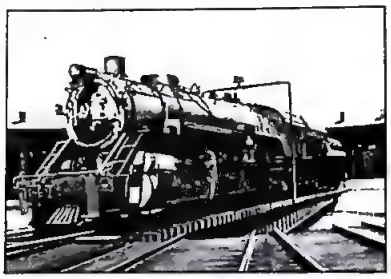

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Jim Scancarelli

"As a teenager, I got the book *Night Trick* free from the Norfolk & Western, and the dramatic night photos were a big inspiration to me. I've been a big fan of O. Winston Link ever since."

With words like that, it is not surprising that Jim Scancarelli would work a character like "O. Winken Blink" into his *Gasoline Alley* comic strip—along with a remarkably accurate rendition of N&W 2-6-6-4 1218 (see pages 47-50). The series which is reproduced in this issue ran in over 300 daily newspapers in the U.S. and Canada between July 23 and September 18, 1987 (while the Sunday papers, as usual, were carrying a different story line).

Jim Scancarelli (the first part of his last name rhymes with "Hank") was born in New York City in August 1941; his mother was from Greensboro, N.C., and his Sicilian father was in the Italian consulate. At the age of six weeks he moved with the family to Charlotte, N.C., "and lost my New York accent." He grew up around the Southern Railway, and his grandfather, a civil engineer for the Southern, would take him to see the trains. "At the time," he confesses, "I was a lot more interested in the 'streamliners' than the dirty old steam engines."

Around 1957, however, he discovered the Cliffside Railroad, complete with steam engine, and was hooked on short lines. He focused his rail interests toward modeling "a series of HO dioramas" of a 1944 Southern mill town.

Many members of Jim's family were artists in one form or another, from fine art to commercial art to drafting, and he attended a high school with an excellent graphic arts

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and print shop program where he learned not only drawing but paste-up and preparation as well. He continued his education in graphics in the Navy doing photography and art work, which he then developed into a career as a freelance artist. He was doing "slide art" for television stations until computer-generated color graphics began to dry up that market. In 1979 he went to work for Dick Moores as the assistant artist on *Gasoline Alley*. "Of the four candidates for the job, I was the only one who had been a long-time follower of the strip and knew all the characters. I've always enjoyed the funnies and particularly appreciated the strips that don't talk down to their audience."

"The *Alley*," explains Scancarelli, "was created by Frank King in 1918, and when Skeezix was left in a basket on Uncle Walt's doorstep, it became the first strip in which the characters age and grow up over the years—though we could put them on a 'slow clock' to keep the characters under control."

Dick Moores became Frank King's assistant and took over the strip when King died in 1969. Similarly, Scancarelli inherited the strip from Moores in 1986. He handles the strip today completely by himself, working about four months ahead of the publication dates.

In addition to his lifelong interest in artwork and railroading, Jim is an excellent bluegrass fiddler and enjoys photography of all sorts of subjects with his Nikon F2s and lenses ranging from 24 to 500mm. He is also a fan of old radio shows and collects radio-era memorabilia, like decoder rings offered as adventure-show premiums. And, of course, he has gone out to see the 1218.

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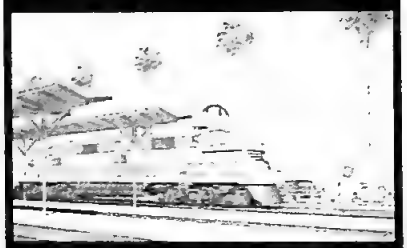

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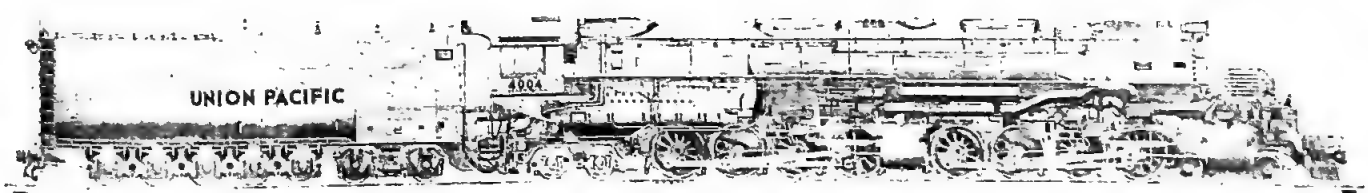

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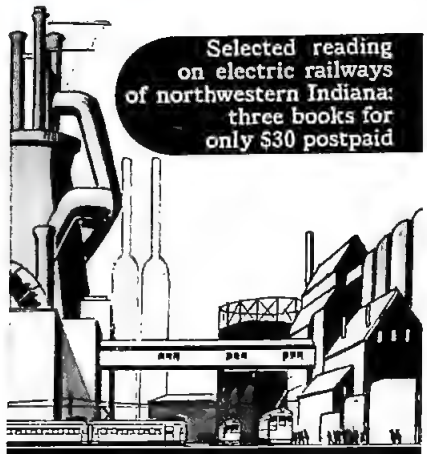

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Contributing Photos

Although it may seem at times that the R&R staff goes everywhere and does everything, the magazine truly depends on its readers as contributors for the majority of the material that goes into print. And if we get good material from a contributor, we will generally use it over staff-generated material if the quality is even approximately the same. The coverage of the NRHS Roanoke convention is a good example with photos from quite a variety of contributors.

The key to getting photos published in R&R (and just about any other rail hobby magazine) is a combination of subject matter, photo quality and timing. You as a contributor need to know what a magazine needs, and that isn't always easy to predict. Since we are now on a monthly schedule, we will be using twice as much material as before, and with the return of PHOTO LINE on a regular basis, we will probably be using more contributed material than ever before.

Let's start off with the bad news. For the foreseeable future there will be a far larger market for good black & white photography than for color. PHOTO LINE and the bulk of feature articles will rely heavily on b&w work. Although we have more color capability now than we have ever had before on a regular basis, we cannot always use it where we want it because of production considerations. Although we want some color with every article, any feature *must* be supported completely with b&w photos unless previously arranged with the editor. We can convert color to b&w, but it does not always yield the best results; we would much prefer to work from b&w prints or negatives.

In b&w photos, we prefer to work with 8×10 or 5×7 glossy prints. We cannot use prints on textured-surface paper, as the halftone process will pick up and reproduce the surface pattern. And, please, leave white borders on the prints, as we use the borders for crop marks and positioning information for the printer (borderless prints have to be taped to a piece of paper for marking, and what I say about photographers who make me do that isn't pretty). Prints on RC paper are just fine; that's what we use.

When it comes to color, we vastly prefer original color slides. We can work from glossy color prints, but *do not* mount the prints on any rigid backing material, because they must be capable of being laid against the curved glass surface of a laser scanner. As transparencies go, we find normal 35mm slides to be the most convenient to work with, although we can use 2¼ or 4×5 transparencies as well (the 2¼s are easiest to handle if they are unmounted). Because of reproduction quality, we will very seldom use a duplicate slide (we will use dupes occasionally on something very rare or otherwise unobtainable, but sending a dupe as a news item will almost always result in instant rejection unless the subject matter is extremely significant). We will make a concerted effort to return any unused originals and can return those used in the magazine if so requested.

"Is my slide good enough?" That is an often-asked question. For news items, any slide that is sharp and properly exposed is good enough if it shows the subject. Photos taken in bright sun end up looking a whole lot better in print than those taken on cloudy days, but some news subjects simply won't wait for perfect light. If you must shoot in grubby weather, bracket your exposures if at

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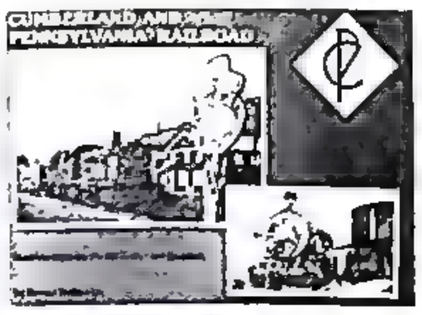

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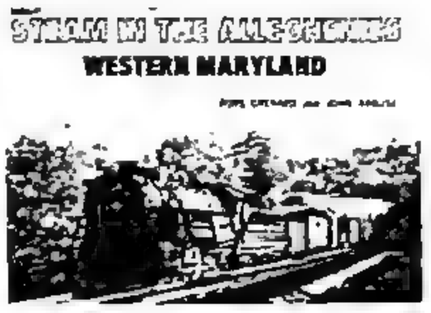

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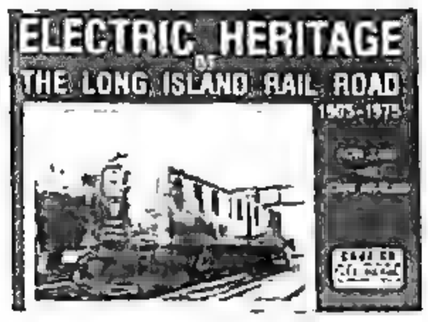

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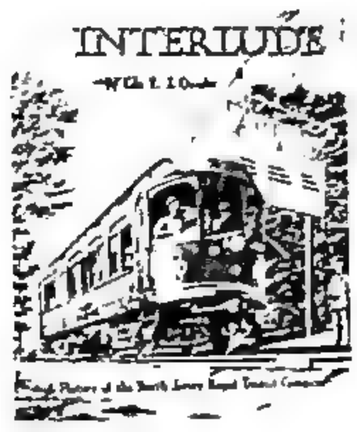

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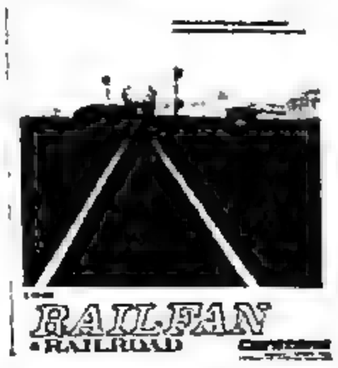

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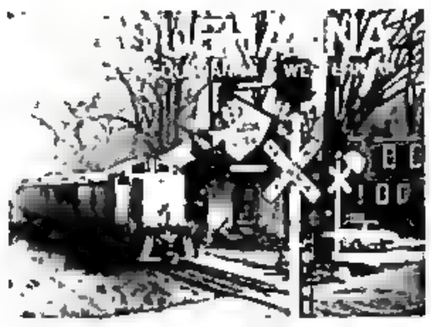

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Timing is an important element in what photos get used, particularly in the news or time-sensitive feature coverage. Since there are are all sorts of publications out there competing for news photos, we want to move quickly on hot items. A nice shot three weeks too late will probably never see print, while a real piece of crap may get used simply because it was here deadline time. If you have any question about whether or not to send a photo on a news story, simply call me or Mike Del Vecchio at the office (201/383-3355, usually 10:00 a.m. to about 6:00 p.m. on weekdays). We can't guarantee we'll use a shot without seeing it, but we can tell you whether or not we're interested.

We will usually go with the first photo we receive of any subject if all those we get on that topic are of similar quality. A superior shot, however, can "bump" an earlier one if we receive it on time (that happened with the CM&W's first painted GP40 3025 in the last issue; Harold Weber's slide was about the third one we got in, but it had by far the best lighting and exposure).

Okay, then, what is "on time?" Since you have no way of knowing our deadlines, all I can say is "hustle!" When you see something newsworthy, don't dawdle in getting it processed and sent in. The features in this issue on the NRHS Roanoke convention were completed two weeks after the event; anybody who took longer than that to get their pictures in was out of luck. Now that we're on a monthly deadline, one or two days could make a difference.

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ferred photographers." Guys like J.J. Young, Alex Mayes, Jim Shaughnessy, Tom Savio, Greg Nazarow and Chip Sherman get their photos printed regularly because they hustle and make sure we get the stuff quickly and in usable form. I'll go with a Shaughnessy picture any time over an underexposed color print on textured paper that comes in three months later. We are always looking for new contributors, and if we have two comparable photos, I'll go with the new name over a veteran almost every time (the competition is tough, though, because the veterans got where they are by being good; when they get things in print it's because they earned it).

So suppose you got that "exclusive" of the AH&W's new paint scheme; *please* do not send an identical roster shot to R&R and *Trains* and PTJ and *CTC Board* and *Railpace* and *Pacific RailNews* and *Better Homes & Gardens*. You may make a "Grand Slam" in the January issues, but you'll have a hard time selling one to anybody again. If you do get a super shot, pick one magazine (us, of course) or get distinctly different angles to send to the various publications. Nobody will object to that kind of a "Grand Slam."

We pay competitive rates for any photos we use, and you will probably get a check from us before you see the photo in print. From that aspect we are not the only pros in the business, but we are definitely among the best. You will never get rich by selling photos to railfan magazines, but it can certainly make your hobby more fun and rewarding. And there's nothing like being out lineside and having somebody come up to you and say, "Hey, that was a great shot you had last month in RAILFAN!"

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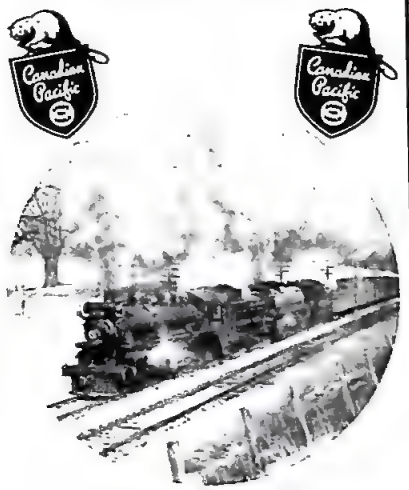

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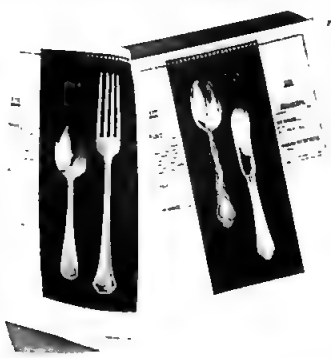

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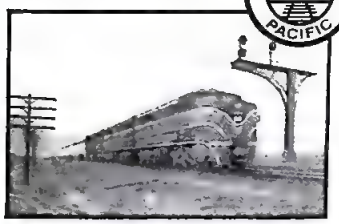

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Transit Currents

People Mover Moves!

The celebration started at 1:30 p.m. of Friday, July 31, and the rides were free until the following Friday, August 7. The cause of the festivities was the Detroit People Mover which, after years of delays, cost overruns and much controversy, had finally started to move passengers. During the first days of operation, the two-car trains were estimated to have carried about 2000 people an hour. That's really packing 'em in. The press quipped that it was love at first crush.

The operation got under way with the words of central control operator Joyce West when she said, "May I have your attention, please. The Detroit People Mover is now open for service. Welcome aboard." Supervisor Gordon Pryor then pressed a button in the system central control room and the first packed People Mover car moved away from the Grand Circus Park Station.

There is much relief that the People Mover was finally running and there was lots of action around town in celebration. A huge balloon replica of the People Mover was released from the Financial Center Station, and there were more balloons and speeches around the system. At one time it was thought the whole thing would go up as a balloon because Ralph Stanley, while head of the Urban Mass Transportation Administration, cited vast cost overruns and tried to stop the federal money for the People Mover project. Mayor Coleman Young was delighted that Stanley did not prevail. Incidentally, Stanley (who now lives in New York) was invited to the opening but missed it—his car was stolen on the day he was to go to Detroit.

Under the general heading of "Heavy Bread," much money was spent on the People Mover. The project is finally expected to cost about $200.3 million, which is considerably over the original estimate of about $125 million. The federal government paid $157.2 million for the project, the state $41.1 million and the city $2 million.

The People Mover System in Detroit is similar in technology to the advanced light rapid transit line operated by the Toronto Transit Commission in the Scarborough area and to the ALRT in Vancouver, British Columbia. There is no operator on the Detroit cars; the central computer controls the whole operation. The cars are moved by linear induction motors; under each car are two sets of copper coils through which the electricity passes. Alternating currents generate an alternating magnetic field on the reaction rail, which is a wide aluminum-covered rail between the two conventional steel running rails. The same forces that make opposite poles of two magnets attract one another pull the car along the reaction rail.

The People Mover is in operation every day of the week. The regular cash fare is 50¢. The 2.9-mile route is roughly circular, and the trains run in a counter-clockwise direction. The stations are Times Square, Michigan Avenue, Fort/Cass, Cobo Hall, Joe Louis Arena, Financial Center, Millender Center, Renaissance Center, Bricktown, Greektown, Cadillac Square, Broadway and Grand Circus Park. The ten two-car trains run on a three-minute headway, and the round trip time is scheduled at 14 minutes or about 12 m.p.h. Top speed on the sinuous line is a little over 20 m.p.h. because the stops are relatively close together.

J.L. Barrett rode during the first week of revenue service and found the trains crowded but not uncomfortable, even on a warm day. He also found that traveling from one side of the People Mover line to the other (Times Square to Renaissance Center) took 15 minutes on foot and only eight minutes by the People Mover. The People Mover is owned and operated by the City of Detroit through the Detroit Transportation Corporation.

The cost overruns have been such that construction of additional rail transit service may have been foresworn in the Detroit area for a while. Clearly, the People Mover—no matter how good it is and how many passengers it carries—will not, and cannot be responsible for the total rejuvenation of downtown Detroit. In the cruel irony, the city which is known for creating the most popular transportation vehicle of the Twentieth century, the private automobile, has seen that vehicle destroy large parts of it by burying it under superhighways and parking lots. Perhaps the People Mover, in conjunction with careful thought and planning about other transportation investments, including major ones in public transportation, will see Detroit's downtown once again become the lively, vital place it once was. Good luck to the city and its People Mover.

Warm thanks to Ken Borg, J.L. Barrett, David Briggs and George Bradley for the story.

Blowing Snow

Washington's Metropolitan Area Transit Authority Metrorail system suffered from closure during two blizzards in early 1987, mainly due to ice forming on the third rails. A winterization committee made several recommendations to develop a three-year, $28.3 million program that would prevent or greatly reduce the chances of such massive shutdowns in the future. In true Reagan Administration style, the Urban Mass Transportation Administration said there was only $5 million available.

However this turns out, Metrorail wants to heat about 65% of its 128 miles of third rail. More snow removal equipment would be purchased, switch heaters would be installed and Metrorail cars would be refitted to prevent snow damage to doors and parts of the elec-

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

trical system. The power supply needs to be increased at Metro maintenance stations to handle the winter loads. Finally, the third rail cover has to be redesigned; the present cover was created to prevent accidental contact with the high-voltage rail with only the side toward the tracks open. Unfortunately, this design traps and packs ice around the third rail.

Shutting down because of snowstorms and fighting snow is not cheap. WMATA estimates that the transit authority spent $2.4 million in extra operating cost and lost $900,000 in revenue during the two snowstorms. At the lowest of low points during the storm, only 78 of Metro's 562 rail cars were in service. This is well below the 446 that are needed in the ordinary rush hours. Many of the cars were stuck in the yards because of frozen switches and the sheer amount of snow in the yards blocking the cars. Marion J. Zych, Jr., sent the news.

New York's 63rd Street Tunnel

After years of waiting, the Board of Directors of New York's Metropolitan Transit Authority voted on February 6, 1987, to open the 63rd Street subway tunnel and three new subway stations by October 1989. David Gunn, president of the New York City Transit Authority, also recommended opening of the Archer Avenue subway line and three more new stations in the eastern part of Queens by December 1988. The Second Avenue subway line remains in limbo.

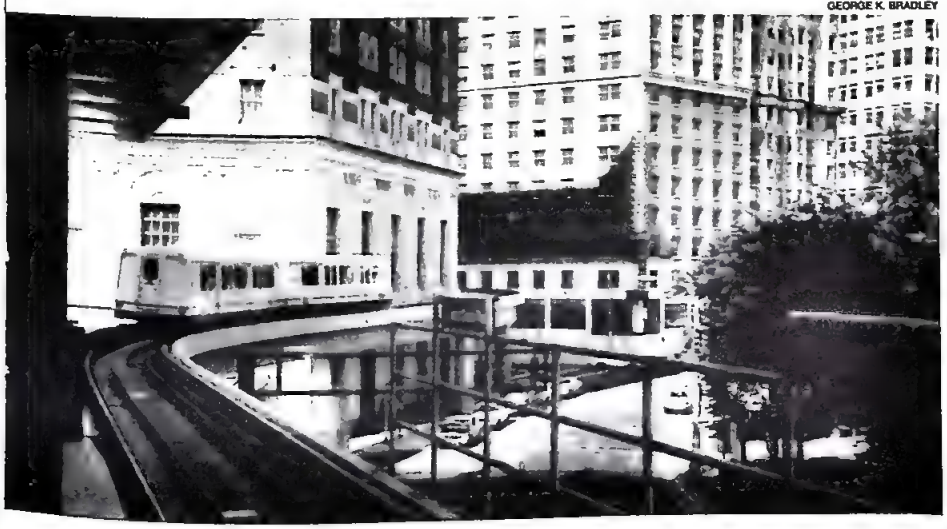
The 63rd Street tunnel, which took 16 years to construct, was planned to be the start of a new subway line serving eastern Queens. Time dragged on and the money grew short. The current plan is to connect the tunnel and the nearby Queens Boulevard subway lines just east of the Queens Plaza Station. Part of the plan is to convert two of the four one-way tracks along that route into reversible signal, two-way tracks. Three tracks could be used to carry westbound trains in the morning and eastbound in the evening. The increase in capacity would be for 30 extra trains carrying 53,000 people during the morning rush. This capacity increase is needed to overcome significant overcrowding on rapid transit in Queens. Thanks to Dr. Bernard L. Albert for the news.

CalTrain and BART

CalTrain, the state subsidized commuter railroad service on the Southern Pacific line between San Francisco and San Jose, has been the focus of much concern and controversy since 1986. The state wishes to rid itself of the subsidized rail commuter service and turn it over to the counties and local governments involved; these governments are naturally reluctant to pick up anything that might cause them additional cost. The California Transportation Commission, voting at the end of May 1987, torpedoed the idea of extending the rail line into a more convenient terminal in downtown San Francisco at the Transbay Terminal. The three counties through which the 47-mile rail line runs (Santa Clara, San Mateo and San Francisco) claim they cannot afford to upgrade and run the project by themselves. The city of San Francisco was not at all thrilled about the potential $300-400 million cost of extending the CalTrain closer into the financial district at the Transbay Terminal, preferring instead to extend the Muni Metro light rapid transit line from the Embarcadero station to the SP station at Third and Townsend Streets.

Still biding its time is the idea of the extension of BART from the present Daly City Terminal south and east to San Francisco International Airport. It had been agreed several years ago to extend BART beyond Daly City, but by mid-1987 BART and the communities involved still had not figured out the way to do it or the way to pay for it. Meanwhile, on the east side of the Bay, it appears that there is no doubt that Dublin is going to be reached by rail transit. The major question is whether it will be an extension of BART heavy rapid transit or a light rail line

GEORGE K. BRADLEY



DETROIT PEOPLE MOVER cars depart the Grand Circus Park Station and cross Washington Street before turning to run along Bagley. The controversial system opened the first week of August 1987. Wonder if the recently-retired editor of *Trains* approved of the use of his initials on the white cars?

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Transit Currents

BY GEORGE M. SMERK

that will connect with BART at the Bay Fair Section.

In May 1987 a group of politicians and transit executives, cruising in one of the new Santa Clara County streetcars, got a first hand view of progress on the new light rail line. First Street in San Jose saw car 804 in operation. What happened in May, of course, was just a test run; the first part of the 20-mile line is not expected to be open until December 1987.

What to call the new trolleys in San Jose and the new trolley line, up in the air for awhile, has been settled. A contest was held that brought forth such names as The Spirit of San Jose, San Jose Belle, High-Tech Town Trolley, Florence LightenRail, the Rail Blazer and LARRY (an acronym for Light and Airy Rail Road for Yuppies). The final name chosen was Challenge. (The initial choice was Challenger, but the notion of death and of sadness associated with the disaster of the space shuttle *Challenger* made the District take off the final letter.)

Thanks to Tom McGarry for continuing to keep us informed about goings-on in the San Francisco Bay Area.

Flashes

Atlanta's MARTA is considering increasing its fare from 60¢ to perhaps as high as 85¢ to help pick up the tab for three new rapid transit stations that will be opened in 1988, including the Hartsfield Airport Station. Conrad Cheatham reports that MARTA, along with several suburban communities, is investigating the possibility of rail commuter service on some of the railroad lines radiating from Atlanta.

In the NEW YORK area the happy news about growing rail ridership has become routine. At Smithtown, Long Island, commuters' cars are being towed to keep them from clogging up shopping center parking lots. More parking or alternative access to the railroad station appears to be badly needed. The LIRR did some progressive marketing by touting the big savings possible when a special package ticket, which included round trip rail transportation to Madison Square Garden and a reserved seat for the Ringling Brothers and Barnum & Bailey Circus. It is also pushing the sale of commuter tickets with a VISA or MasterCard in order to speed up their purchase. Thanks to Bill Fennelly for the news.

Dave Crawford sends the good news that Ronald DeGraw had been named the chief officer of the Suburban Transit Division of SEPTA. Many of you are familiar with Ron's books *The Red Arrow* and *Red Arrow: The First Hundred Years*. He has another in progress entitled *Pig and Whistle*, the old nickname for the Philadelphia & Western Railroad. Congratulations, Ron, and good luck to you.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Great Railway Journeys," the popular series produced by the British Broadcasting Company (BBC) in 1981, is being made available for home video in the U.S. by Pentrex. These programs, which looked at a wide variety of the world's passenger railways, were aired in the U.S. on public broadcasting stations. The Pentrex videos will include the full, uncut BBC versions of each episode (the BBC does not adhere to the strict one-hour scheduling standards of U.S. stations, and the episodes which ran longer than an hour and were edited to fit the U.S. time slots). Each full-color program is a top-quality professional documentary linking the subject railroad to its people and surroundings.

Pentrex presently has available four episodes: "Coast to Coast," with Ludovic Kennedy riding Amtrak across the U.S. on the *Broadway Limited* and *San Francisco Zephyr*; "Three Miles High," climbing the Peruvian Andes; "The Zambezi Express," beginning on South Africa's luxurious *Blue Train* and venturing behin, P.O. Box 94911D, Pasadena, CA; 818/578-1230.

"Pacific Princess" is the first of several tapes received from Berkshire Videography, P.O. Box 575, Brunswick, OH 44212. This is the story of the restoration of Kentucky Railway Museum's L&N Pacific 152, the oldest operating 4-6-2 in the United States today. After a recap of the 152's history, there is much coverage of the inaugural runs between Louisville and Lexington, along with in-cab footage, pacing and over 40 runbys. There is also a doubleheader with ex-Monon BL2 32. 43 minutes, $39.95.

"The Mighty J" by Berkshire Videography is the first of their Runby Series designed for the "railfan purist" available at a reasonable price ($19.95 for 31 minutes) with limited narration and no background music . Trackside locations are identified with on-screen computer graphics. This tape features N&W 4-8-4 611 on trips out of Bellevue, Ohio, to Buffalo and Cleveland with 60 m.p.h. running and over 30 runbys.

"Berkshire . . . Best of a Breed," the second in the Runby Series, features Nickel Plate 2-8-4 765 on trips from Fort Wayne to Cleveland and in West Virginia's New River Gorge. It includes pacing, in-cab and lots of lineside action. 45 minutes for $24.95.

"The Awsome A—Part 1" is the third tape in Berkshire Videography's Runby Series. Featuring the break-in and inaugural runs of N&W's 2-6-6-4 1218, there is a good deal of pacing and runby action on the ferry move from Birmingham and the inaugural trips to Bluefield, Lynchburg and Walton. 50 minutes for $27.95.

Feature Reviews

"Centuries of the North Woods" by East End Productions, P.O. Box 645, Fox Lake, IL 60020. 90 minutes, $60, VHS format, Illinois residents add sales tax.

This is one of two tapes released by East End and is the story of the C&NW's Alco C628 fleet which ran in Michigan's Upper Peninsula iron ore region until December 1986. The story starts off with a long, slow runby with C628 6701 in charge of a loaded

...in. After the locomotives pass, how-... the pace immediately picks up with va... is scenes of the high-hooded Alcos in ser...e, on the turntable, around the shops, etc. The narration begins, and the story of the "great horsepower race" of the early 1960s between the locomotive builders is told with vintage movie footage and still color photos, including Alco demonstrators, Fairbanks Morse Train Master demos, and more. As the tape explains, when the C628s were built, they were most powerful single-engine diesels and became one of Alco's most popular six-motor locomotives. The tape discusses the heritage of the C&NW's C628s and then talks about the circumstances leading up to their acquisition, including a brief look at the Junior Train Masters which they replaced in the iron ore region. After a short discussion of the management and operation of the ore lines and a look at the other railroads of the area, there is a thoughtful if somewhat silly 20-second "intermission" to let the viewer take a "commercial break" in the middle of this 90-minute tape.

Refreshed after raiding the refrigerator during intermission, we are treated to a series of Alco runbys and pacing before winding up at the Green Bay shops for an interview with Roundhouse Foreman Al Kawalick and Superintendent Ron Nickel. The questions and comments here very interesting and not too technical (while both will be sorry to see the Alcos go, the two did not see eye-to-eye on the old FMs). After more C628 footage, the SD60s arrive. Many of the firsts and lasts of the changeover are noted and final rosters are given. Hopefully, this chapter in history is not over, as a sale of the C628s and the ore lines to the Escanaba & Northern is presently in the works.

This is East End Productions' first effort in railfan video, and they are off to a good start. This tape is a real gem. The recording equipment is of professional quality, and special attention was paid to the sound (after all, they *are* Alcos). The narration is clear and informative, and the editing is good. The story is told in an entertaining manner that both hardcore railfans and armchair viewers will enjoy. The tape is so informative that almost anyone watching will walk away learning something. A dynamite tape—M.D.

"Extra 6706 West" is a companion release to the above tape by East End Productions. 57 minutes, $50. It can be purchased with "Centuries in the North Woods" at a special price of $90 for the pair.

This was partially filmed during an officially-sanctioned cab ride on a C628-powered ore train from Escanaba to Empire Mine and return. Much of the footage shot is from the walkway and cab of the second unit in a three-unit consist. There is also a great deal of pacing. There are conversations with the crew, runbys and all sorts of interesting videography relating to the C628 fleet.

This is a totally different production from "Centuries in the North Woods;" in fact, they share virtually no footage. In this tape, the scenes are longer, the camera is left in one position longer and the sequences don't change as rapidly. Judging by the professional "style" of the photography, I don't think this was intended to be an editing masterpiece but rather a leisurely look at the Alcos doing what they do best: lugging tonnage. This tape is a nice companion to "Centuries," and the hardcore Alcophiles will really enjoy watching them work—M.D.

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DOYLE McCORMACK Burlington Northern F45 6627 was purchased in early 1987 by Doyle McCormack of Portland, Oregon. A Southern Pacific locomotive engineer known for his steam restorations of the SP *Daylight* 4-8-4 4449 and more recently PRR K4 1361, McCormack opted for the "ultimate F-unit" as his first diesel project. The 6627, in excellent mechanical condition, has been painted in the New York Central "lightning stripe" scheme in SP *Daylight* colors. The gray oval on the nose is the herald for Daylight Locomotive & Machine Works, Inc., McCormack's consulting company. This privately owned cowl-unit wears number 743, in honor of the Nickel Plate Berkshire in which Doyle got his first cab ride. The *"20th Century Daylight"* will be stored alongside the 4449 in the SP's Brooklyn Roundhouse in Portland. There are no immediate plans for the diesel's operation, though it made its public debut at the NMRA National Convention in Eugene during the last week of July.

Meanwhile, the City of Portland is in the process of buying the Portland Union Station with a projected closing for the end of October 1987. The facility, which will remain an active Amtrak station, is served by the BN, UP and SP and has the potential for a rail museum, which the City intends to pursue. The City has also leased the SP Brooklyn Roundhouse where the 4449 was overhauled and is presently stored. Additionally, Portland passed an ordinance relieving the Pacific Northwest Chapter NRHS of responsibility for the 4449. McCormack has been designated the City's link to the Southern Pacific and has been placed in the position of "overseer" of the 4449 and the roundhouse. On November 6 through 8, Portland will sponsor its first Railfair. Present plans are for the 4449, Doyle's F45 and other equipment to make an appearance. Many of the local railroad-oriented groups have been invited to participate. This will mark the first time since the *Freedom Train* that the City has played a management role in the 4449.

PRESERVED "WAGON-TOP" CABOOSE The last "wagon-top" caboose built by the B&O has been retired by CSX and donated to the Ohio State Historical Society Museum in Columbus, Ohio. On July 29, 1987, the caboose was loaded on a flatbed truck for its final journey from the CSX yard in Columbus the OSHS Museum site where it will be displayed on a specially erected piece of track also donated by CSX. The Affiliation for Baltimore & Ohio System Historical Research was largely responsible for the donation and will also lend their guidance and labor to restore the caboose to its "as built" 1945 appearance. Previously it wore number C2824 and had been renumbered 902824 for CSX in late 1986. Only a few "wagon-top" cabooses remain in service.

NEW F40PH-2C'S Boston's Massachusetts Bay Transportation Authority (MBTA) took delivery of their first four of 26 F40PH-2C cowl-carbody passenger diesels on July 19, 1987. The "C" in the model designation does not refer to six-wheel trucks (the units have four-wheel Blombergs) but denotes a Cummins engine used for the HEP which required the frame be lengthened by 8'1". These new locomotives are numbered 1050-1053 and made their first revenue run on July 29.

CANADIAN MIKADO Former-Canadian National Mikado 3254, recently sold by the Gettysburg Railroad to Steamtown (September 1987 RAILNEWS), has undergone a transformation into a "Lackawanna" locomotive. Her number is has been changed to 1271, the next logical number for a small 2-8-2 on the DL&W roster, resulting in the removal of the raised numbers under the cab window. The distinctively-CN angled number boards have been removed from atop the smokebox front, a Pyle-National headlight with flush side number boards (apparently off a DL&W m.u. car) replaced the CN "ash can," and the silvery smokebox has been darkened to graphite black. It's amazing the difference a little detailing can do to Lackawanna-ize an obviously CN locomotive. Except for the top-mounted Elesco feedwater heater, the 1271 acceptably resembles a Lackawanna engine. The 1271 became the regular Steamtown engine in August when the 2317 went into the shop for some minor maintenance.

Meanwhile, Canadian Pacific 2-8-2 5361, in storage for ten years at the Hamilton Brick Company in Hamilton, Ontario, has been purchased by a Terry Sprague, a member of the Western New York Railway Historical Society. Badly vandalized and nearly three feet in mud, the locomotive was purchased from the Ontario Railway Association for $4400 ($6000 Canadian). The handsome Mike has been moved to Buffalo, N.Y., where plans are to restore her cosmetically to CPR livery. A boiler inspection will determine future operation feasibility.

COTTON BELT 819 Cotton Belt 4-8-4 819 celebrated the first anniversary of its return to steam on Friday, April 24, when it ran from Pine Bluff to Fordyce, Arkansas, for the opening of the seventh annual "Fordyce on the Cotton Belt" festival. The 47-mile run was named the *Fordyce Star* and carried over 100 news media, public and festival officials. The consist was turned on the new Gifford-Hill wye near Camden, Ark., and returned to Pine Bluff on Sunday, April 26.

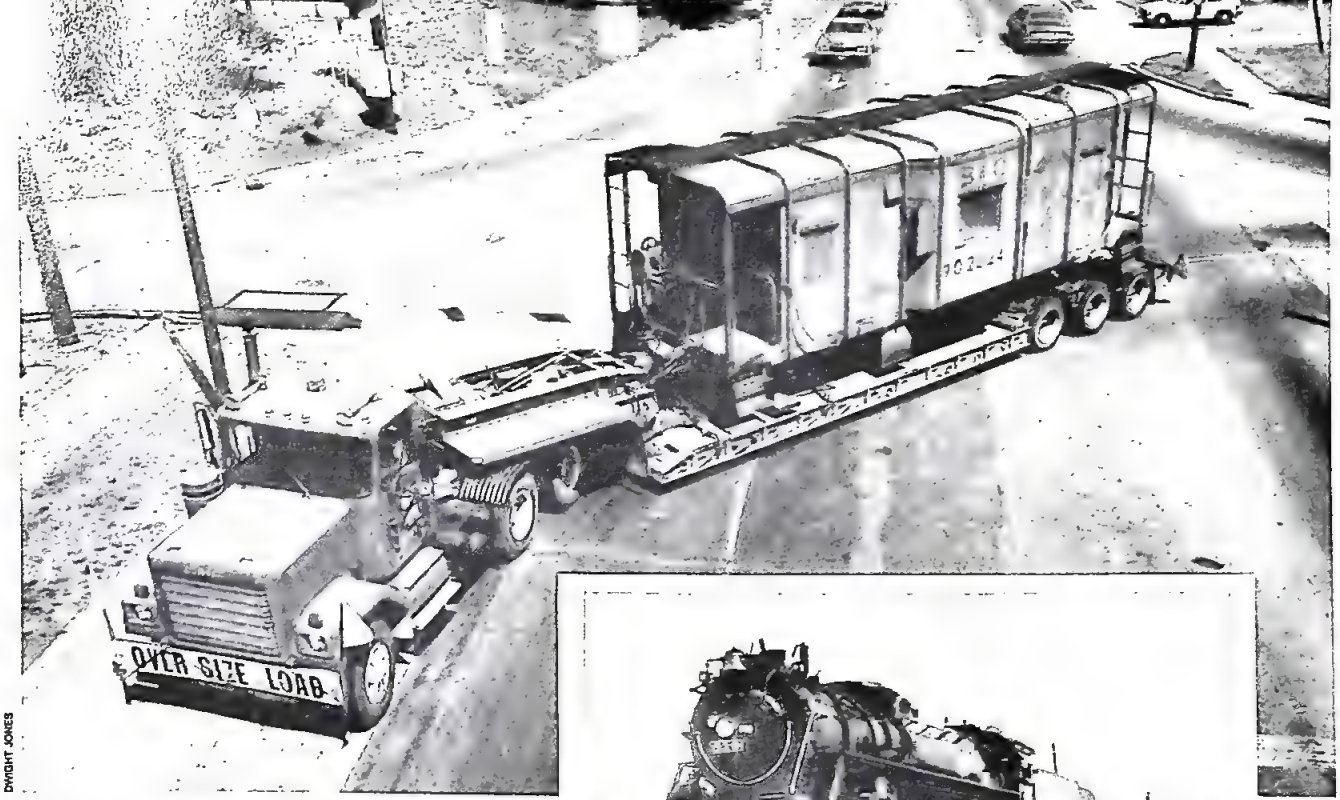
The Historical Railroad Preservation Commission and the Cotton Belt Railroad have signed a five-year lease which will allow the restoration of the Cotton Belt's former Machine Shop building for the establishment of an Arkansas Railroad Museum operated by the Cotton Belt Railway Historical Society. Efforts are already underway to raise the estimated $80,000 needed to restore the building. As with the rebirth of the 819, the work will be done by volunteers, and the preservation commission is confident the museum will be a popular tourist attraction.

VIRGINIA & TRUCKEE Virginia & Truckee rails are coming back to life. Restoration of V&T Tunnel No.4 began three years ago and was completed a few days before its July 10th dedication. Bonnie Bryan, the wife of Nevada's Governor, cut the ribbon and Virginia & Truckee 2-8-0 29 led the special train through for the first time in 48 years. The passengers were returned to Virginia City for dinner and a gala ball at the Gold Hill Hotel. The next morning regularly scheduled trains started making the 30-minute round trip from Virginia City to Tunnel No.4 and return. Trains to the tunnel will run daily through September 30. The tunnel was dug in 1868 by some of the same crews that built the transcontinental railroad over Donner Pass. It was closed when the line from Carson City to Virginia City was abandonded in 1939 after the famous Comstock Lode was played out.

In another area, Carson City became the only state capital in the "lower 48" without a railroad in 1950 when the V&T ceased operations. On the weekend of May 30, 1987, the "Friends of the V&T" volunteers began hauling passengers on the museum's 5400 feet of track in Carson City. Trains will be running each Friday, Saturday, Sunday and holidays 8:30 a.m. to 4:30 p.m. through November 1st. On designated weekends, one of the museum's vintage steam locomotives will be used. Normally, the restored 1923 gas-propelled White rail motor-car, the *Washoe Zephyr* carries visitors around the museum grounds. The fare is currently $1.00.—DENNIS A. CAVAGNARO.

KINZUA VIADUCT REOPENED At the time it was built the Kinzua Viaduct in remote north-central Pennsylvania was billed as the "Eighth Wonder of the World." On Friday, August 7, 1987, a special train for the press and area dignitaries was the first train in 28 years to cross the 301-foot-high, 2100-foot-long trestle. The consist, supplied by the Gettysburg Railroad, was former Huntingdon & Broad Top Mountain 2-8-0 38 and five coaches, including a diner and a concession car. The first public run was Saturday, August 8. This massive bridge was located on the Erie branch from Mt. Jewett north through Bradford to the main line at Carrollton, N.Y., just east of Salamanca. In June 1959, the Erie operated its last freight train across the bridge with cars from the B&O in Mt. Jewett three miles to the south. In 1963, Governor William Scranton signed legislation creating the 316-acre Kinzua Bridge State Park, which officially opened in 1970. With the rails removed and a walkway built on the deck, visitors could walk across the bridge. In mid-1986, Sloan Cornell (owner of the Gettysburg and the Knox & Kane railroads) and retired State Representative William Mackowski approached the state about running tourist trains across the viaduct. Local politicians and municipalities were enthusiastic, and the train is now a reality.

The 97-mile round trip from Marienville to the bridge and back is operated in conjunction with the Knox & Kane Railroad, which uses the former B&O line into Mt. Jewett and had to rebuild three miles of track to reach the bridge from the south. A wye was constructed



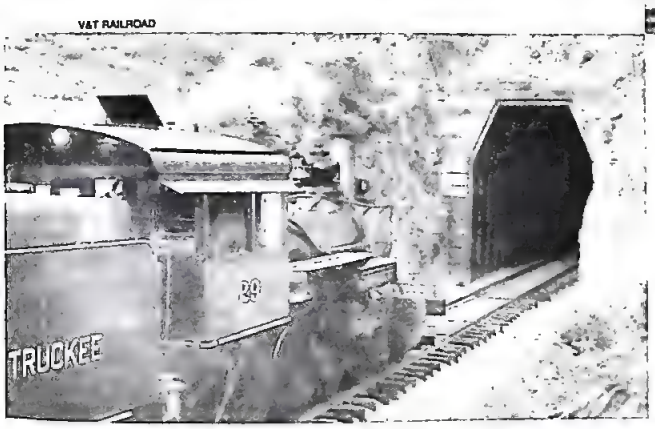
DWIGHT JOKES

PRESERVED "WAGON-TOP" CABOOSE 902824, donated by CSX, makes its way through Columbus, Ohio, on July 29, 1987, bound for the Ohio State Historical Society display site.

MICHAEL BIEHN

COTTON BELT 819 arrived in Fordyce, Ark., from Pine Bluff on April 24, 1987, for a three-day "Fordyce on the Cotton Belt" festival. It was the 4-8-4's first 1987 outing.

V&T RAILROAD



VIRGINIA & TRUCKEE 2-8-0 29 (left) christened newly-restored 1868 Tunnel No.4 on July 10, opening the tourist line to Gold Hill.

CANADIAN MIKADO 3254 has shed its CN detailing to emerge as Steamtown's "Lackawanna" 1271, here with SD24 880 on August 16.

JIM BOYD

at the north end of the bridge to turn the Consolidation. Known as the Knox, Kane & Kinzua, the present schedule calls for the train to leave Marienville at 8:30 a.m., stop at Kane at 11:00 a.m. and arrive at the State Park at noon to cross the bridge. The train will operate on weekends through the end of October. People wishing to ride the train have the option of purchasing tickets at Kane, Pa., for a shorter 33-mile round trip. The bridge is located in north central Pennsylvania, 17 miles south of Salamanca, N.Y.

THE FASTEST COAST TO COAST Conrail and Santa Fe have inaugurated their fastest coast to coast daily schedule yet, 76 hours. Set up for the U.S. Postal Service, these new piggyback and container trains carry general intermodal cargo as well as the mail and operate west of Chicago as part of Santa Fe's innovative "Quality Service Network." The first train, TVLA-30, left Conrail's North Bergen, New Jersey, yard at 7:29 a.m. (EST) on Thursday, July 30th. It was ready to depart Corwith Yard in Chicago at 9:00 a.m. on Friday and arrived in Los Angeles on Sunday, August 2, at 3:35 a.m. (PST), completing the trip in 71 hours—five hours less than the advertised. The first westbound Santa Fe train, QNYLA, was powered by an exotic locomotive consist: the "SD-CAT" Caterpillar-engined 5855 (originally the AT&SF's first SD45-2); two rebuilt SD45-2s, 5862 and 5863; plus the 7200, the first SF30B rebuild of a U23B.

This new service allows transcontinental shipments to reach their destinations a full business day quicker than previous schedules. The second trip was made in a little more than 72 hours, and Santa Fe employees report that the trains have been consistently beating their scheduled times. The Santa Fe trains are running as symbols QNYLA and QLANY with three-man crews running over extended crew districts. This Quality Service Network was created in October 1986 by the Santa Fe to use the economies of reduced crews and extended districts to go after new business from highway truckers between about 15 designated city pairs. The new service has caught on well and doubled in traffic from 1900 trailers in October 1986 to 3800 trailers in July 1987. It added 117 new jobs for the road crews. The three-man crew permits the "Q-trains" to make pick-ups and set-outs en route, greatly increasing their flexibility and competitive effectiveness over "Sprint-type" trains with two-man crews that cannot pick up or set out along the way.

NEW UP LOCOMOTIVES The Union Pacific has placed orders totalling $110 million for 100 new locomotives to be delivered by March 1988. The 75 GE units will be the first order using the new model designation: Dash 8-40C. These 4000 h.p. C-C locomotives were billed in the UP press release as "the most powerful single-engine diesel locomotives every built," which conveniently overlooks MLW's lone 4000-h.p. M640 (CPR 4744) and seven 4200-h.p. EMD SD45Xs built in 1970 and '71. The first 30 Dash 8-40Cs should be delivered by year's end.

The other 25 units will be 3800-h.p. EMD SD60s which will be built at La Grange, Illinois, for March 1988 delivery.

THE GRAY 8444 The rumors have been confirmed. As of mid-August, the Union Pacific is repainting their 4-8-4 8444 into her 1947 passenger livery of two-tone gray with yellow striping and black driver tires (traces of that scheme were found as the cab was being sandblasted). The "*Overland*" 8444 (retaining her four-digit number for the time being) will debut on September 22 with a run from Cheyenne to North Platte and make an appearance on September 23 at the "River City Round-Up" in Omaha. UP management has given the steam program a commitment to continue at its present level of activity, i.e. spring and fall fantrips and occasional public relations appearances with both 8444 and Challenger 3985. As further evidence of this, workmen have been repairing the roof of the Cheyenne roundhouse.

COLORFUL CAB UNITS On July 11, 1987, the Feather River Rail Society sponsored its 2nd Annual "Feather River Rail Festival" at the Portola Railroad Museum in California. Special movements included UP GP30 849 in work train service and WP GP20 2001 (EMD's first production GP20) with a vintage freight train. Kennicott Copper RS3 No.2 burbled about with a passenger consist of "vista" flatcars and a Sacramento Northern caboose. The two crack passenger trains of the day consisted of WP F7 921 followed by Alaska Railroad A-B-A F7s powering their *City of Dellecker* and *City of Portola* consists of Alaskan power car P4, an AT&SF diner and a UP business car. Who else but Portola could come up with a live A-A-B-A lash-up? Also on static display was UP DDA40X 6946, WP U30B 3051 and GP7s 707 and 708, Long Island FA2 604 and newly acquired L&NW FP7 49 (former WP *California Zephyr* unit 805A). The evening festivities consisted of slide shows and a night photo session with a line-up of four cab units. The Portola Railroad Museum now rosters 22 diesels, one electric, one steam locomotive and a sizable collection of rolling stock.

SOO + CPR Some railfan observers were shaken up when the herald of parent CP Rail was added to Soo Line GP38-2 4444. The unit will be going to the AAR test track in Pueblo, Col., representing both railroads and will be the only locomotive so painted. Proof of this are the 21 SD60s (6000-6020) which are being built in La Grange for delivery beginning in September.

KIAMICHI VALLEY At 12:01 a.m. July 22, 1987, the Burlington Northern sold 228 miles of former Frisco lines in Oklahoma, Arkansas and Texas to the Kiamichi Valley Railroad. Basically an east-west system, the new railroad extends westward from Hope, Ark., west through Hugo, Okla., to Lakeside, with a 43-mile north-south branch from Antlers, Okla., through Hugo to Paris, Texas. It is leasing seven locomotives: three ex-BN GP9s and four ex-Missouri Pacific GP35u's (de-turbocharged and rated at 2000 h.p.). Operations are based out of the old Frisco yard office and engine facility in Hugo. Traffic consists mostly of pulpwood, lumber, paper and coal from Wyoming to the Western Farmers Electric Cooperative power plant near Ft. Towson, Oklahoma. The line is owned by Jack Hadley, who will run it as a family business. The Kiamichi Valley presently runs three or four trains daily with no cabooses.

BAY COLONY RAILROAD The newest addition to the roster of Massachusetts' Bay Colony Railroad is former Detroit & Toledo Shore Line GP7 50, renumbered to 1501. The operator of five disconnected ex-New Haven branches south of Boston is known for the silver, yellow and orange colors (November '86 R&R, page 74) on its half-dozen Alco switchers. The 1501 still wears the black carbody and yellow stripes dating back to the joint control of the D&TSL by GTW and Nickel Plate. The Bay Colony is also reported to be purchasing a GP9 from Conrail.

On another note, the Bay Colony has purchased two CSX branch lines totaling over 100 miles in Florida. The longest is a 78-mile line from Acadia south to Vanderbilt Beach via Fort Meyers. There is also a smaller 30-mile branch from Oneco south to Venice. These new lines will be set up as a separate corporation, not as a subsidiary, and will operate independently.

CONRAIL PAYS A DIVIDEND Conrail has announced that payable September 15, its board of directors has declared a 25¢ per share cash dividend to shareholders of record August 28. This will be its first dividend since it became a public company in March 1987.

EMD GENERAL MANAGER The General Manager of Electro-Motive Division of GM, Canadian A. Grant Warner, died unexpectedly on August 28 while on a business trip to Turkey. This came as a severe blow to the employees of EMD, where Warner had gained a great deal of respect for his creative ideas for bringing the locomotive division into a better competitive position for the future by combining the manufacturing capabilities of the La Grange and London, Ontario, plants.

At the present time, the MBTA F40PH-2Cs, Soo Line SD60s and UP SD60s are coming out of La Grange, while 20 SP GP60s and 20 scheduled AT&SF GP60s will be assembled or fully built in London.

COWEN RAILROAD FESTIVAL On August 1, 1987, the Cowen Railroad Festival teamed up with CSX to operate seven shuttle trains between Cowen, West Virginia, and the junction with the Strouds Creek & Muddlety at Allingdale. Trains were operated push-pull with five open-window, former-Clinchfield coaches. Cowen is deep in the hills of West Virginia on a B&O coal line from Grafton to Richwood. The SC&M is a "paper subsidiary" of the old B&O and has no power or rolling stock.

ELROND G. LAWRENCE

EMD

SOUTHERN PACIFIC is taking delivery of 40 GE B39-8s. The first units delivered, 8000-8003, are shown at Loma Linda, Cal., on August 21 on their first eastbound run out of L.A. with an APL/TOFC train. The SP Mars lights have been replaced with amber beacons.

SOO + CPR heralds were combined on GP38-2 4444 lettered for AAR testing at Pueblo. It was seen at Minneapolis, on July 12. Soo 6000 is the first of 21 SD60s being built at La Grange.

CONRAIL

THE FASTEST COAST TO COAST freight schedule, Santa Fe's QNYLA/QLANY and Conrail's TVLA (the eastbound Conrail train is combined with the closest available hot TV train), made its first westbound run on July 31. It posed here at Chicago's Corwith Yard.

HIGH GREEN GRAPHICS, J.L. HICKEY

COWAN RAILROAD FESTIVAL sponsored seven trips on the B&O between Cowan and Allingdale, W.Va., on August 1. The train ran push-pull with CSX 6840 (below) and five ex-CRR open-window coaches.

DAVID W. CORBETT

MICHAEL P. LEDGER

We will undoubtedly remember the 1987 Roanoke Convention as the one that featured the most spectacular one-day fantrip since the demise of steam. But when you can mix the Norfolk & Western main line with a Class J 4-8-4 and a Class A 2-6-6-4 one would hardly expect less. The National Railway Historical Society chose Roanoke, Virginia, for its 1987 national convention from July 29 through August 2, the third NRHS national to be held there (the 1957 convention featured N&W steam in regular service, and the 1977 convention brought in SR 2-8-2 4501 and ex-T&P 2-10-4 610). Attendance of approximately 1700 set new NRHS convention record, and most events were sold out.

"Roanoke—An Alamo for Steam" was the convention slogan, and for good reason. For the first time since 2-6-6-4 1218 emerged from the Birmingham steam shop earlier this year, the Awesome A would team up publicly with Class J 611.

The NRHS Roanoke Convention

by Greg Nazarow

Both engines had been making solo appearances, but the NRHS convention was their first venture as a team. And their last for this year, too, for the 611 went from Roanoke to Birmingham shortly thereafter to spend the rest of the year in the shop for its extensive five-year FRA boiler inspection (that in itself is good news, for it guarantees a continuation of the Norfolk Southern steam program into the foreseeable future).

Wednesday, July 29

The official convention activities began in Alexandria, Virginia, on July 29 with a special train bound for Roanoke behind three green and gold Southern Railway FP7s. With about 1200 passengers on board, the train took the SR main line to Manassas and then went west over the SR branch to Front Royal, where it joined the N&W Shenandoah Division for the run south to Roanoke on what is normally freight-only trackage. The First Class section was sheer delight, with a superb lunch and dinner served in the diner with real china and silverware. An ex-UP dome and Roanoke Chapter's ex-IC observation-lounge *Mardi Gras* brought up the markers in style.

Thursday, July 30

Thursday saw the beginning of the steam action as 2-6-6-4 1218 departed Roanoke at 8:00 a.m. with a heavy passenger consist for the 102-mile run to Bluefield, westbound on the N&W main line. The one photo runby with the 1218 was rather poorly planned and executed, but the 2-6-6-4 put on a great show as it worked the grade into Bluefield. Waiting at Bluefield was streamlined Class J 4-8-4 611, which had been moved there several days earlier. The 2-6-6-4 came off the train and the 4-8-4 and its tool car coupled on behind the obs for the return to Roanoke via the old Virginian trackage east of Narrows.

This left the 1218 at Bluefield; yet both engines had to be in Roanoke that night to be readied for the locomotive display slated for the passenger station on Friday. Would the railroad sneak the A back home in an after-dark deadhead move?

No! The 1218 was given 16 loads of coal and a caboose and quickly dispatched eastward, performing the service for which she had been designed—albeit with a light load. The motorcaders were the winners this day, as many suspected what was about to happen and hung back in Bluefield instead of following the J downhill with the passenger train. One particularly impressive moment occurred on the return trip at Glen Lynn, as a long string of empties behind a pair of C39-8s was churning westward along the New River. As the hammerheads neared the power plant, the A came around the curve and the steam-powered loads met diesel-powered empties where the big Virginian bridge once stood. The lucky photographers got a caboose-to-caboose meet as the 2-6-6-4 hooted its way up the river.

Friday, July 31

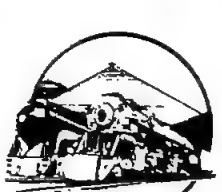
The big steam was rather quiet this day, as the morning was scheduled for a push-pull train touring the Roanoke terminal area with one Southern FP7 at either end of the consist. Although passengers were not permitted to detrain, the four-hour trip made an interesting figure-eight loop around the city covering the N&W's Shaffer's Crossing engine terminal and yard, the old Virginian main and N&W's Roanoke "belt line." The route passed both the present and former sites of the Virginia Museum of Transportation and by a scrap dealer where N&W 4-8-0s and Chesapeake Western Baldwin diesels have sat forlornly rusting for years.

No account of a convention is complete without mention of the excellent "non-rail" trips that make a family affair out of what might otherwise be a strictly railfan bash. Friday included a trip to the C&O's legendary Greenbrier Hotel at White Sulphur Springs, where the four busloads of visitors were greeted with a "mind-boggling" buffet lunch. That was followed by a guided tour of the resort which can accommodate 1250 guests with three golf courses, an eight-lane bowling alley, a movie theater and a staff of about 1500.

On Friday afternoon, a locomotive display was set up at the N&W passenger station across the street from convention headquarters at the Hotel Roanoke. Lined up from west to east were the *Best Friend of Charleston*, a Norfolk Southern GE C39-8, 2-6-6-4 1218, 4-8-4 611, Southern FP7 3497 and an NS exhibit car. The patient photographers got some classic views as the 1218 "doubleheaded" with 611 from the

TWO SOUTHERN green and gold FP7s worked fore-and-aft on a push-pull trip around Roanoke on Friday, July 31, shown here by the Roanoke Shops. The 1218 deadheaded back from Bluefield on Thursday (left, near Ingleside) with 16 loaded hoppers in tow.

DOUG KOONTZ



1987 CONVENTION
Roanoke Chapter NRHS

J.J. YOUNG JR.

depot to Shaffer's Crossing after the display closed down.

On Friday evening the Shenandoah Room of the Hotel Roanoke was full to overflowing as O. Winston Link presented a slide show and discussed his experiences photographing the N&W's last years of regular steam operation. As he spoke, it was clear that the years have been kind to him; he is a poised speaker with a keen sense of dry humor. Using slides of black & white photos, he outlined his early years in the photography business, including shooting automobile and airplane stunts and "trying to get myself killed." One of his more impressive non-rail projects was documenting the construction of New York's Verrazano Narrows Bridge. He then reviewed some of his well-known N&W night scenes, showing lighting diagrams and discussing the nuances of each set-up. He had high praise for the N&W people who understood the value of what he was trying to accomplish. All he asked from the N&W was their cooperation, and cooperation he got. He had no idea when he started that project at his own expense that it would one day come to be appreciated as it has been. Of course, he was happy to autograph copies of his new book of N&W scenes, *Steam, Steel and Stars*.

As Mr. Link was concluding his remarks, the night photo session was in progress at the Shaffer's Crossing engine terminal. It was conducted in two groups of 40 participants each who were bussed in from the Hotel Roanoke. The session was unusual. The set-up featured the 611 on the turntable facing the 1218 which was parked on one of the radial tracks. The engines were pilot-to-pilot, about ten feet apart. Those who read the bulletin board at the hotel were alerted to bring a wide angle lens and tungsten-balanced film, for the whole area was illuminated with tungsten-balanced floodlights by video professional Larry Smith from Jacksonville, Florida. We were told (quite accurately, it turned out) that about four seconds at f5.6 would get you a good exposure with Kodachrome 64 (I shot both tungsten-balanced Ektachrome 50 and K64, and the Ektachrome produced by far the best results [see page 67]). Although the floodlighting technique with large groups does not permit the controlled application of light you can get with flashbulbs, it certainly allows for more photos to be taken.

One minor complaint about the session is that it seemed to be a bit rushed, especially for the second of the two groups. We had a total of about 45 minutes to unload, get organized and shoot. Incidentally, Norfolk Southern security was very tight, as two safety officers accompanied the group and everyone was required to wear hard hats and safety glasses at all times.

Spectacular Saturday

Saturday, August 1, proved to be the highlight of the convention. The NRHS brochure stated that the 611, handling the excursion train, would meet the 1218 with a hopper train "somewhere up the road." Emotions ran the gamut from eager anticipation to utter contempt for the perceived secrecy of the whole affair (which was by then unnecessary, since the trip had been long sold out). In the end, however, no one was disappointed.

The 611 left town with 25 passenger cars in tow and passed the A standing at Shaffer's Crossing with 50 empty

WALT LANKENAU

SPECTACULAR SATURDAY found the 611 on a 25-car passenger train and the 1218 on 50 empty hoppers rolling side-by-side through Christiansburg. A few miles back, the 1218 had erupted out of Montgomery Tunnel just moments after the 611's obs had cleared.

hoppers behind its canteen (a converted L&N 2-8-4 tender which looks very much like the canteens the N&W regularly employed behind the A's). At the first runby near Salem, the 1218 was brought up the westbound main alongside the 611 on the eastbound main and made an awesome side-by-side photo run. The train lengths were matched so that the A could run about one-and-a-half carlengths ahead of the J while its caboose would be about the same distance behind the *Mardi Gras* on the passenger train. Those with scanners could hear retired NS Chairman Bob Claytor on the 1218 coordinating his position with engineer Frank Collins on the 611.

As the passengers reboarded, the 1218 moved ahead and the 611 then ran past it at Dixie Caverns. When the 611 stopped for the second runby, the 1218 pulled into Elliston, and the side-by-side was repeated. After this runby, the two trains played cat-and-mouse with each other on the double-track N&W main line up Christiansburg grade and all the way to Walton. (All freight traffic at this time was being routed over the adjacent former-Virginian line.) The observation car and every Dutch door and open window on the right side of the passenger train was occupied as the 611 passed through the south portal of Montgomery Tunnel and the 1218 burst out of the north portal just as the observation car cleared. Those on the train were then treated to the 2-6-6-4 overtaking their train to run side-by-side with 611 through Christiansburg. Incidentally, while the 1218 was never really taxed by the 50 empty hoppers, the 25-car passenger consist truly put the 611 to the test on Christiansburg grade, and the sound was terrific.

It was fabulous. Saturday evening at the banquet NRHS Chairman V. Allan Vaughn dubbed the day's excursion "steam choreography." Earlier in the week there had been some justifiable complaints about poor runby locations, but they were largely forgotten after Saturday. The only problem that plagued the entire convention was the hot, muggy weather and the inability to keep the air conditioning working on most of the passenger cars.

The 1218 dropped its hoppers at Walton and after turning on the wye backed into Radford like the 611 had done. At Radford, Chris's Catering "choreographed" a buffet-style feeding of some 20-cars-worth of hungry passengers in a manner as professional as the train-handling had been. After lunch, the two engines doubleheaded the train back to Roanoke with the 1218 in the lead, pausing for a movie run near Walton.

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GERALD JONES

BLUE RIDGE grade was no problem for the doubleheaded 611 and 1218, as they romped almost effortlessly uphill on Sunday, as seen here from the Blue Ridge Parkway overpass. See page 65 for color coverage of the convention.

The Saturday night banquet at the Hotel Roanoke featured an address by NS Chairman and CEO Arnold B. McKinnon, who gave the reassuring news that he intended to continue the NS steam program at its present level (with the 611 and 1218) as long as business conditions will allow it. Although "we try to make the steam program break even," he said, he is aware of the tremendous public relations value and good will that the steam excursions have brought the company. But he cautioned the audience that the railroads are still operating in an adverse business environment and that the future of the steam program would depend on the corporation's satisfactory economic performance.

Though retired NS Chairman Robert Claytor was unable to attend the banquet, his brother, W. Graham Claytor, Jr., the president of Amtrak, was on hand to give a "short commercial" for his agency (no service cuts despite the Administration's best efforts and reason to believe that Amtrak will have the necessary funds to buy more equipment and expand service in the "foreseeable future") before turning his attention to an interesting account of the NRHS 1957 Roanoke convention. He then discussed the beginnings of the Southern's steam program in the 1960s.

Sunday, August 2

On Sunday morning the 611 and 1218 were doubleheaded east to Lynchburg, this time with the 611 in the lead, making an effortless assault on Blue Ridge with the 25-car passenger train (with the world's most powerful 4-8-4 and the world's most powerful operating articulated, the assault would be "effortless" with twice that consist). There was a doubleheaded photo runby at Lowry before the train was split at Lynchburg, with half going north on the Southern behind the FP7s to Alexandria and half returning to Roanoke behind the 1218. (The 611 would stay in Lynchburg until Tuesday morning when its passenger cars returned from Alexandria and it could begin its trek toward Birmingham with an excursion out of Charlotte, N.C., en route.) The 1218 put on another runby at Lowry on the way home and wrapped up the formal convention activities with its arrival at Roanoke.

Postscript with hoppers

Though the convention was over, the N&W let it be known that the steam action was not quite finished on Sunday afternoon. On Tuesday morning the 611 would head south on the Southern main line toward Charlotte with its passenger train, and at noon that day the 1218 would go west to Bluefield, bound for a series of trips in Ohio. It was strongly hinted that the move would include some more hoppers.

And the rumors were true. For the fortunate few who could stay until Tuesday, the 1218 put on another impressive show with 40 empty hoppers behind her tool car—and her twelve-car passenger train tacked on behind that! A minor mechanical problem stopped her for a little over an hour on Christiansburg grade, and the late afternoon light was perfect as she then made her way west to Bluefield. The remainder of the run the next day was made with just the passenger consist in tow.

The 1987 Roanoke Convention was an unqualified success for the NRHS, and the steam activities before, during and after provided an incredible opportunity to capture on film and videotape the two steam locomotives in their natural habitat. Providing that opportunity for so many people certainly represents the greatest contribution an organization like the NRHS can provide its members and friends. It was never done better than at Roanoke in 1987.

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GASOLINE ALLEY®

by Jim Scancarelli

From July 23 through September 18, 1987, the "Gasoline Alley" comic strip in the daily newspapers carried this story about a rail photographer named O. Winken Blink. If the character and drive-in theater photo seem familiar, it is purely intentional, as artist Jim Scancarelli is a railfan and long-time admirer of O. Winston Link. For your enjoyment, we are reprinting here the complete series. For more about Jim Scancarelli, see page 28.

Do you think wishes can really come true?
Don't count on it!
7/23
The Gasette
SLIM
I sure wish I could ride a pony!
There are no ponies within miles!
Rover! Come look!
SCANCARELLI
©1987 Tribune Media Services, Inc All Rights Reserved
Look outside, Rover!
7/24
A real, live pony!
I knew wishes could come true!
SCANCARELLI
Wow! A real pony!
Right in front of our house!
Kin I ride your pony, Mister?
I was afraid you'd never ask!
Your Photo on the PONY $5.00
What's going on?
Free pony rides!
Can we, huh?
7/27
You take pictures?
Certainly you'll want a treasured memento of this happy occasion!
SCANCARELLI
©1987 Tribune Media Services, Inc All Rights Reserved
O. Winken Blink
COMMERCIAL PHOTOGRAPHER
Smile!
I'se next!
Isn't that cute?
I'll say! It's a humdinger!
O. Winken Blink
Wow! This is fun!
When will we see the pictures, Mr. Blink?
Momentarily!
Pardon me while I step into my darkroom!
Your childrens' photos are forthcoming!
I can hardly wait!
Madam! Feast your eyes!
Oh! They're perfect!
O. Winken Blink can do no less!
SCANCARELLI
Mr. Blink! The pictures are wonderful!
Naturally!
My work is world famous!
Really?
Allow me to show you my credentials!

GASOLINE ALLEY®

These clippings are from all over the world!
I have photographed castles of royalty...
..and mansions of millionaires!
An' you lives in this?
SCANCARELLI

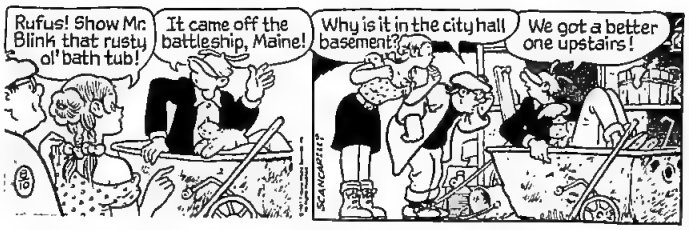
I've taken photos of steam trains from the Orient Express to the Crescent Limited!
Interesting! May we see some?
One moment! I'll get them! They're in the attic!
SCANCARELLI

We enjoyed your photos, Mr. Blink!
Hope to see you again!
Flash and I plan to be in town for awhile!
Although there seems to be little excitement!
Just a minute there, Sir!
SCANCARELLI

Mayor Melba! What's the matter?
We's writin' parkin' tickets!
Can't park a truck here, Mister!
It's not a truck! It's my home!
Then you'll need a building permit, too! Come with us!
SCANCARELLI

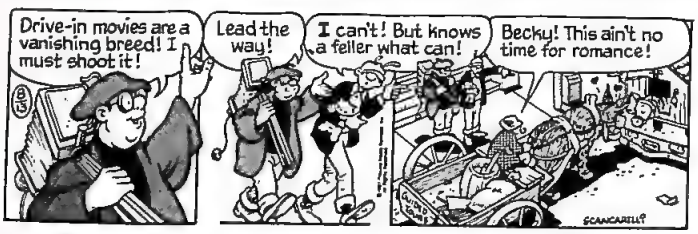
Madam Mayor! I am O. Winken Blink - photographer of history!
I search for symbols of the forgotten past!
Neglected splendor in today's uncaring world!
Oh! My! But what does you do fo' a livin', Sir?
SCANCARELLI

Photographing children on Flash, my pony, is my vocation!
My avocation is seeking out vintage Americana!
Hmm! Follow me, Sir!
They's a funny ol' thin' down here!
Somebody call me?
SCANCARELLI


Rufus! Show Mr. Blink that rusty ol' bath tub!
It came off the battleship, Maine!
Why is it in the city hall basement?
We got a better one upstairs!
SCANCARELLI

This old rusty bathtub is nice, but...
I prefer to photograph outdoor subjects!
You're too late!
They tore down the outhouse two year ago!
SCANCARELLI

I photograph things that won't be around much longer!
Hmm! They's goin' to tear down the ol' drive-in movie screen!
Yeah! A drive-in!
That won't be around much longer! Better hurry! Last show's tonight!
SCANCARELLI

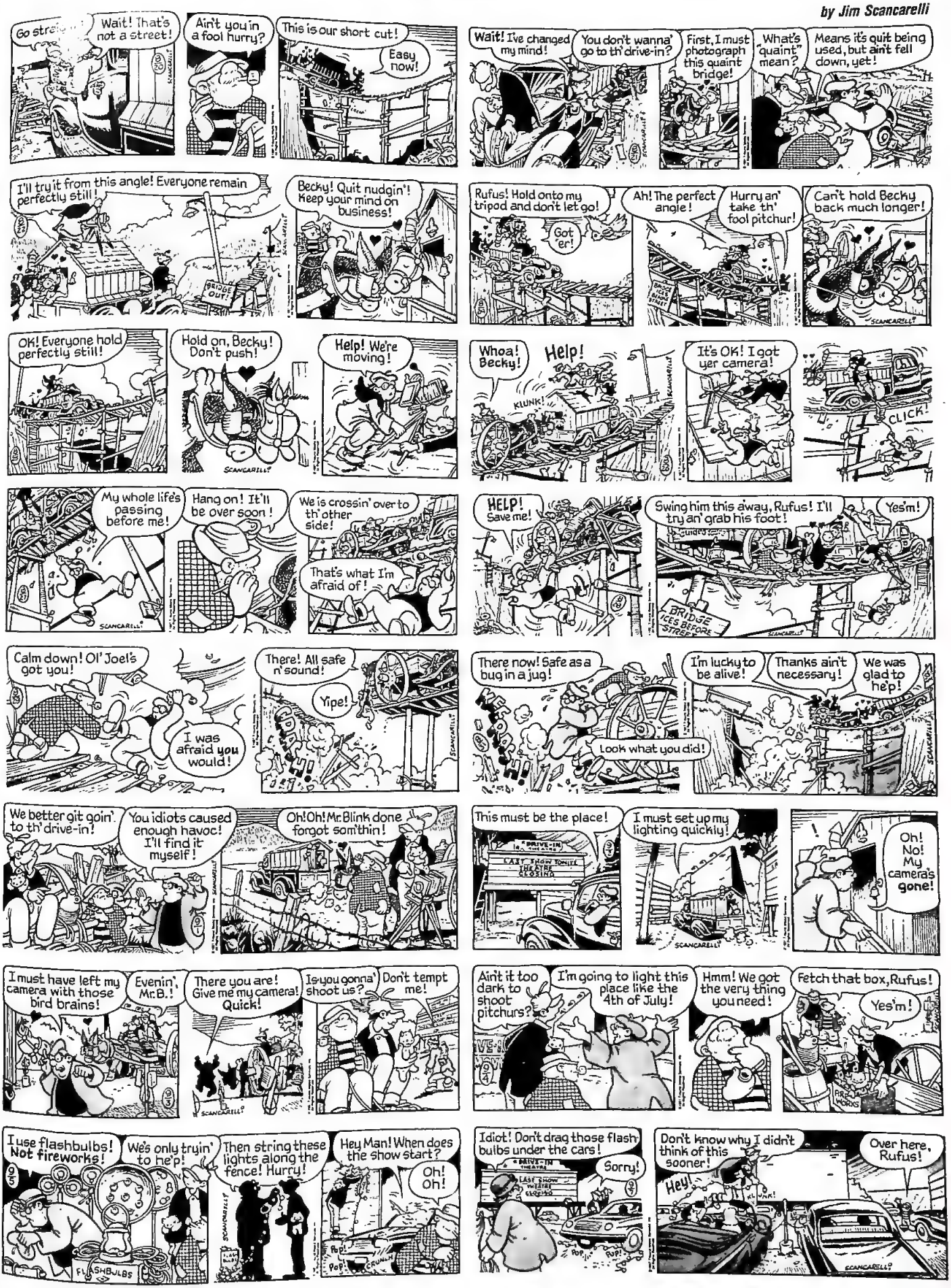

Drive-in movies are a vanishing breed! I must shoot it!
Lead the way!
I can't! But knows a feller what can!
Becky! This ain't no time for romance!
SCANCARELLI

Joe!! Mr. Blink wants to go to the drive-in movie!
Take me there quickly!
Ain't no use to hurry!
Show don't start 'til sundown!
SCANCARELLI

Let's go! I'll follow!
Ain't no use! Becky won't leave yo' back door!
Look like you'll have to lead the way!
GUIDED TOURS
But I don't know the way!
We's got us a problem, Rufus!
I'll fetch th' jug!
SCANCARELLI

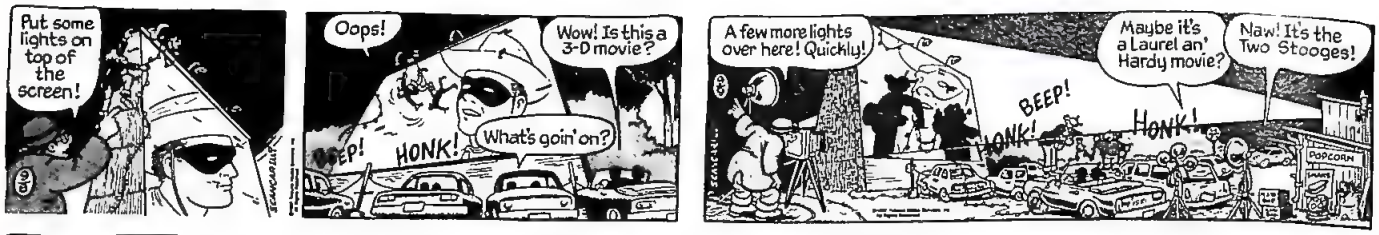
Becky ain't gonna' leave this back door!
An' Mr. Blink don't know the way to the drive-in!
Rufus! Better ride up front!
But I don't know the way, either!
SCANCARELLI

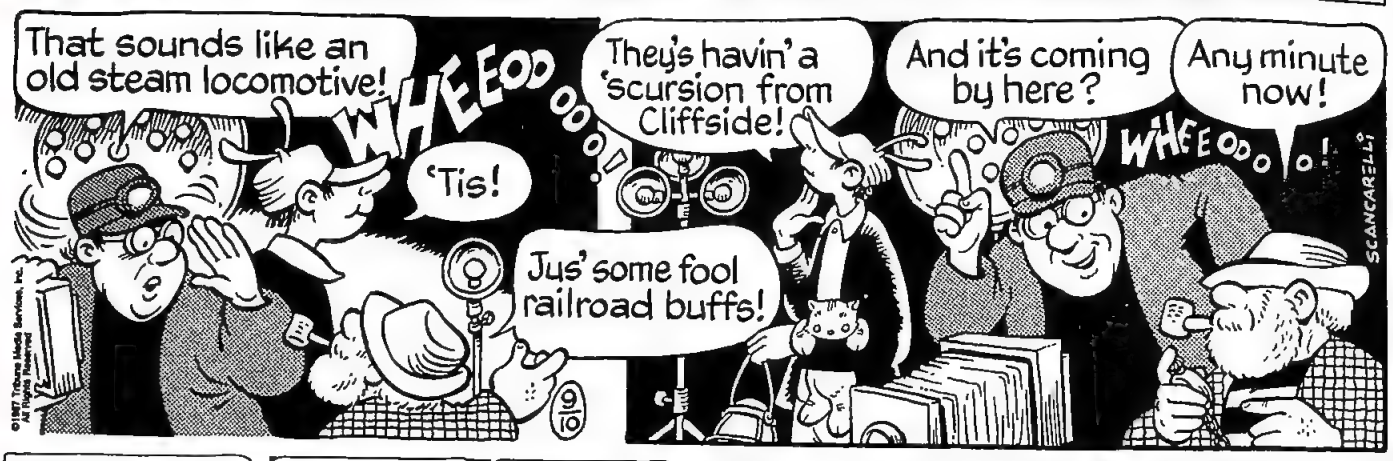
I has the solution to the problem!
Rufus! You be the leader and Mr. B. will drive!
I'll be the guider an' Becky will be happy!
FORWARD-HO!
SCANCARELLI

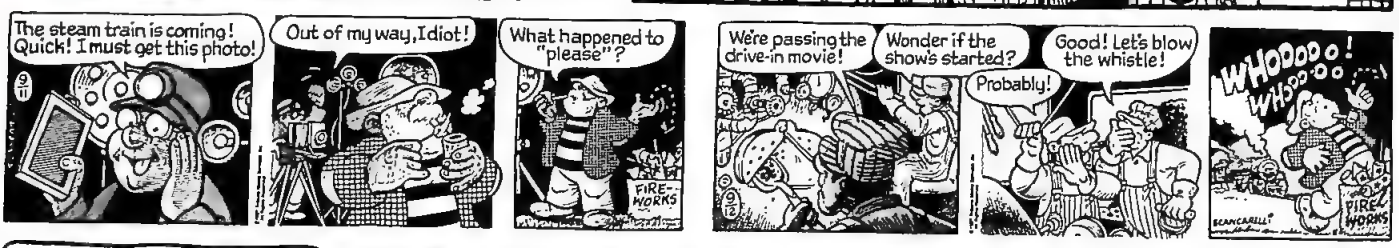

Go stre...
Wait! That's not a street!
Ain't you in a fool hurry?
This is our short cut!
Easy now!
Wait! I've changed my mind!
You don't wanna' go to th' drive-in?
First, I must photograph this quaint bridge!
What's "quaint" mean?
Means it's quit being used, but ain't fell down, yet!
I'll try it from this angle! Everyone remain perfectly still!
BRIDGE OUT!
Becky! Quit nudgin'! Keep your mind on business!
Rufus! Hold onto my tripod and don't let go!
Got 'er!
Ah! The perfect angle!
Hurry an' take th' fool pitchur!
Can't hold Becky back much longer!
OK! Everyone hold perfectly still!
Hold on, Becky! Don't push!
Help! We're moving!
Whoa! Becky!
Help!
KLUNK!
It's OK! I got yer camera!
CLICK!
My whole life's passing before me!
Hang on! It'll be over soon!
We is crossin' over to th' other side!
That's what I'm afraid of!
HELP! Save me!
Swing him this away, Rufus! I'll try an' grab his foot!
Yes'm!
BRIDGE ICES BEFORE STREET
Calm down! Ol' Joel's got you!
I was afraid you would!
There! All safe n' sound!
Yipe!
There now! Safe as a bug in a jug!
Look what you did!
I'm lucky to be alive!
Thanks ain't necessary!
We was glad to he'p!
We better git goin'. to th' drive-in!
You idiots caused enough havoc! I'll find it myself!
Oh! Oh! Mr. Blink done forgot som'thin!
This must be the place!
DRIVE-IN THEATRE
LAST SHOW TONITE THEATRE CLOSING
I must set up my lighting quickly!
Oh! No! My camera's gone!
I must have left my camera with those bird brains!
Evenin', Mr. B.!
There you are! Give me my camera! Quick!
Is you gonna' shoot us?
Don't tempt me!
Ain't it too dark to shoot pitchurs?
I'm going to light this place like the 4th of July!
Hmm! We got the very thing you need!
Fetch that box, Rufus!
Yes'm!
I use flashbulbs! Not fireworks!
We's only tryin' to he'p!
Then string these lights along the fence! Hurry!
Hey Man! When does the show start?
Oh! Oh!
FLASHBULBS
Pop!
Pop!
CRUMP
Idiot! Don't drag those flash bulbs under the cars!
Sorry!
DRIVE-IN THEATRE
LAST SHOW TONITE THEATRE CLOSING
Don't know why I didn't think of this sooner!
Over here, Rufus!
Hey!
KLUNK!
SCANCARELLI

GASOLINE ALLEY®

by Jim Scancarelli

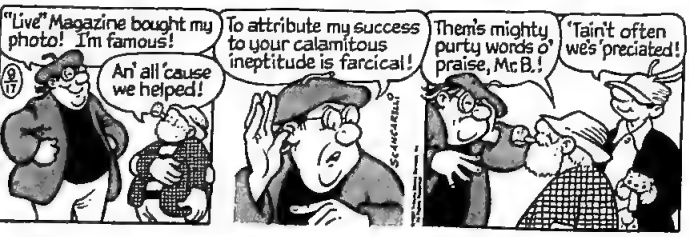






Sorry thet train come by an spoilt your picture!
No! That was great!
And those fireworks were perfect!
Funny! I thought Mr. Blink was gonna be mad!
9/15

Look at this photo! It has everything!
9/16
I'm going to send it to my agent!
What's a agent?
Somebody what likes weird pictures, I guess!
SCANCARELLI


"Live" Magazine bought my photo! I'm famous!
An' all 'cause we helped!
To attribute my success to your calamitous ineptitude is farcical!
Them's mighty purty words o' praise, Mr. B.!
'Tain't often wes 'preciated!
9/17

Where you off to, Mr. Blink?
To the coast to photograph a lighthouse!
Re'kon he'll need our help?
Time he learned to take pitchurs by hisself!
Wonder what he did 'fore he met us?
We've helped enough, Rufus!
9/18

Baldwins on the Trona

by David C. Lustig

TWO PHOTOS, DAVID C. LUSTIG

There is something unique about photographing trains in the desert. If it's not too hot, it's usually too windy. And if it isn't too windy, a cloudburst will force you to run for the cover of your car. But if the sun is at the right angle, the temperature is comfortable, there's a slight breeze, and sitting in your beach chair allows you the luxury of relaxing as you watch down the tracks—then 99 times out of 100 there will definitely be no train.

Today (Monday, April 27, 1987), photographing the Baldwin road switchers of California's Trona Railway, there is no breeze, no shade and no cloudburst. It is just unmercifully hot. Not the type of heat usually associated with Southern California (you know, the arid kind where you hardly sweat even when wearing a shirt and tie) but a muggy East Coast-like swelter. As I stand in the middle of a field waiting for the nose-to-nose Baldwins to make their way into the scene, I am perspiring faster than I can replace it with club soda.

Finally, after what seems like an eternity of switching moves, a slight puff of exhaust smoke indicates the prized pair of AS616s are about to come my way. No! They're going the wrong way. Not that way you idiots, *towards* me! *Aargh.*

I trudge back to the car, throw the camera on the seat and roar back toward Trona to try and catch my elusive buddies. The air conditioner is doing little if any good, and the film is frying in my camera. But I really don't have any major complaints. Chasing Baldwins is a heck of a lot more enjoyable than "more of the same" back in Los Angeles.

I get into the town of Trona just in time to catch the units shoving yet another cut of covered hoppers into the receiving yard. I know they will be out sooner or later, so I plan my next photographic opportunity.

One of the things that makes the wait worthwhile is the freedom of access the desert so conveniently allows. It is the wide open spaces, the fact that you can usually get away from almost everything and everybody. In the desert you can either concentrate on finding the train or wondering what is crawling up your leg. It is what makes photograph-

BALDWINS SURVIVE on the Trona, as evidenced by AS616s 53 and 54 working the Trona mill (top) on April 27, 1987. The 53 was working southward with the two center-cabs on March 23, 1973, (below) at 35 m.p.h. with a light load of 19 cars.

DON SIMS

DAVID C. LUSTIG

ing something such as the Trona Railway a wonderfully enjoyable and relaxing experience. The cleanliness of the air actively combines with the senses of sight and sound to drink in the pair of Trona Baldwins: clean-stacked, freshly scrubbed, nicely tuned and giving little hint that they have three-plus decades under their frames. One almost forgets what a GP38 or B30-7 looks like.

And, of course, it *is* pleasurable. The car's air conditioning had kept me comfortable on the trip from Los Angeles, Coca-Cola kept my thirst quenched and McDonald's had done the same for my growling stomach. Throw in the aforementioned beach chair, a radio, a hat, ice chest, cigars, sunglasses and a pair of binoculars (in case I spotted Rommel) and I was almost guaranteed a good day.

But for the people who settled and mined this area and for those who built the Trona, it wasn't so easy. When all you have for liquid refreshment is a covered barrel of warm water and no relief until sundown, it can be anything but. That's pretty much the way it was during the railway's ground-breaking days in 1913. There they were, after more than a year of living in makeshift living quarters in the middle of nowhere, laying out what would eventually become the Trona Railway.

Mule teams to Baldwins

It was the discovery of borax (perhaps most oft remembered by the "20 Mule Team Borox" commercials) that brought men out to this desolate part of California, for the dry bed of Searles Lake was loaded with the white flaky stuff. It was like money laying on the ground, for borax—including soda ash, potash and 50 other natural chemicals found here—was vital for many manufacturing and agricultural industries. The chemical is an important part of a combination with a clay which makes the familiar enamel glaze found on kitchen appliances, sinks and tiles. And the same borax that can be used to make a hard glaze for dishes and glass is used by tanners to help cure hides. It's an ingredient in washing powder, water softeners and in soaps, and, if that wasn't enough, in fertilizer.

But in the mid-1800s, the only way to get the white crystalline compound to Los Angeles was by mule team, a hard 200-mile haul that took its toll on drivers and animals alike.

By the end of the 1870s the trip had been cut to a mere 80 miles with the mule teams making a connection at Mojave with Southern Pacific's new Bakersfield-Los Angeles line. Just before the turn of the century, the mileage was cut again, to just over 35 miles, with the completion of the Randsburg Railway due south and west of Searles Lake. But even this was still inefficient, and borax discoveries elsewhere in Southern California made finding a less expensive and more expedient method of transportation imperative. The plant owners would have to build and operate their own railway.

And they did just that, incorporating on March 12, 1913. It was a well-surveyed, nicely-built piece of railroad. The new Trona Railway Company, owned by the American Trona Company, extended from an interchange at Searles with the Southern Pacific's Mojave to Owenyo "Jawbone Branch" and headed northeast into the desert for just under 31 miles, its eventual destination being the western edge of Searles Lake where the town of Trona was growing around the new potash plant.

This was no get-rich-quick scheme with ties and rails thrown loosely onto the desert floor. From the beginning, the line was designed for high speed with gentle curves. There was only one problem, however, which still plagues the railway today: it is downhill from the SP interchange to Trona, which means the empties coming into the plant have an easy coast and the heavy loaded trains going out have to fight upgrade. Well, nobody said life was fair.

THE TWO BALDWINS were shuffling hoppers between Argus and West End (above) on April 27, 1987. Note the frame and detail differences between the two AS616s. The 52 (left) was with a center-cab and caboose 101 at night at Trona in May 1953. The 101 is still on the property but presently unused. It replaced the converted coach (below) shown at Searles in the mid-1950s.

While the new railway was being built with leased Southern Pacific 4-6-0s, an order was placed with Baldwin for a pair of oil-fired 2-8-0s based on the SP C-9's. They would be the last new locomotives on the property for well over three decades.

With its trackage ready for service on September 6, 1914, and its pair of 2-8-0s on hand, the Trona began the rather mundane task of doing what all one-customer railroads do: moving empties in and loads out—except that the facilities on the Trona end of the line were not complete yet, and wouldn't be for another 18 months. The railroad would just have to put up with light schedules and little traffic until the parent company could work the bugs out of its salt brine processing plant. While the operation was nothing to sit up and take notice of, the Trona did adopt a spit-and-polish attitude towards the railroad equipment.

The line even picked up a slogan, "The Three Elephant Route,", which was assembled into a logo and carefully painted on the fuel bunkers of the Vanderbilt tenders. According to David F. Myrick's superb two-volume book, *Railroads of Nevada and Eastern California*, the Three Elephant Route came about when many of the railroad's employees were English and had not the slightest idea of why the company should hang onto its heritage of wagons hauled by 20 mules. As the story goes, they felt that three elephants could have done the job just as well, if not

DON SIMS

KEN KIDDER

CALIFORNIA WESTERN M-200 was bought from the Trona in 1941. The only railcar built by Skagit Steel & Iron Works, it is shown at Ft. Bragg in 1947 with its original Buda gas engine. The car is preserved today by PLA at Niles Canyon.

better, than a herd of obstreperous oat-eaters. Whatever the reason, the slogan stayed around for decades, and photos of Trona steam engines show the logo still in use in the late 1940s.

There were other attractions to the area, as well. During the early 1920s, the Epsom Salts Railroad, an unusual monorail system, branched out from the Trona about eight miles south of its namesake city and darted east across the Searles Lake bed and into nearby mountains in the search for epsomite, the basis for epsom salts. The interesting but highly irregular experiment was profitable for a little while but ultimately bit the dust (or should it be salts) just before the start of the Great Depression.

Passenger service was never a strong suit on the Trona, either, and its daily mixed train died in 1937. An interesting passenger accommodation continued to operate, however, with a Longview, Portland & Northern motor car purchased from not-so-nearby Longview, Washington. The one-and-only rail motor car produced by the Skagit Steel & Iron Works of Sedro-Woolley, Washington, this 1927 steel car was powered by a 150-h.p. Buda gasoline engine. The LP&N 20 became Trona 22 and was used as a school train, picking up children from the southern portion of the potash empire at West End and intermediate points along the way, and delivering them five miles to the end of the line at Trona, reversing the process in the afternoon. This operation lasted until 1941 when the car was sold to the California Western as its M-200, one of the famous *"Skunks."* Surprisingly, it exists today, having been sold in 1975 to the Pacific Locomotive Association (formerly of Castro Point and now relocated in Niles Canyon near Fremont, Cal.).

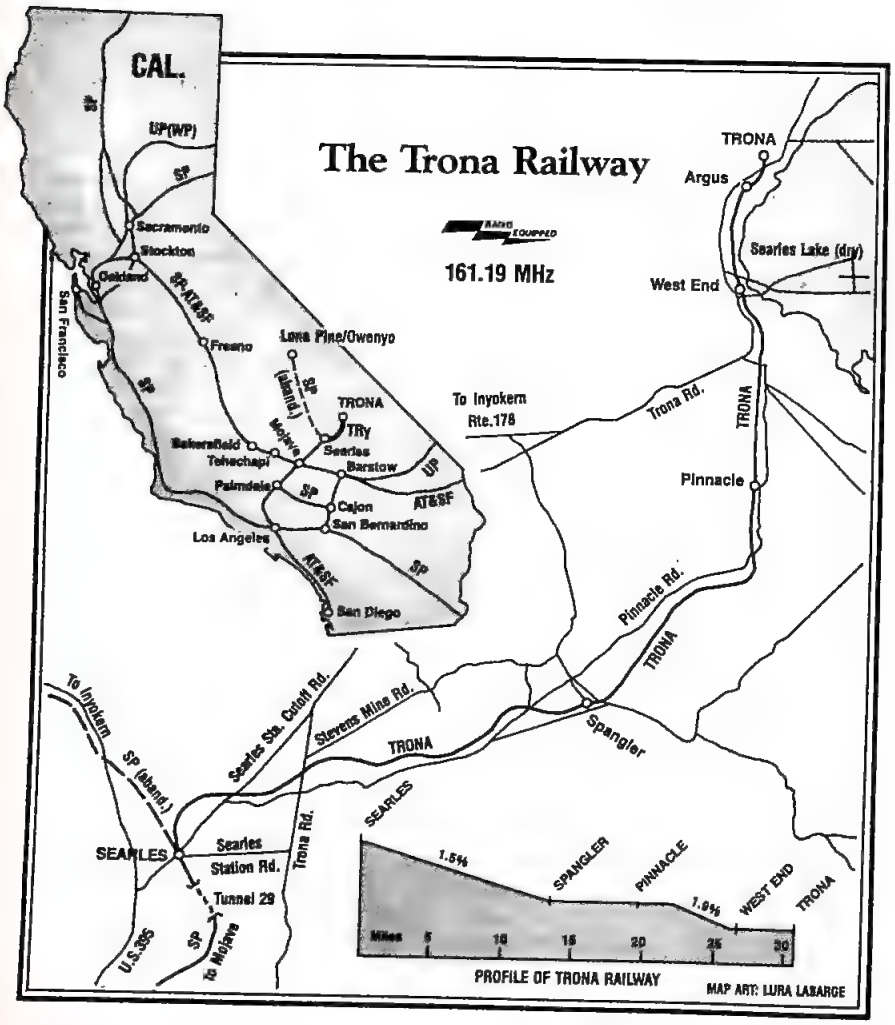
In the meantime, the founding American Trona Corporation began running into financial difficulties (today the euphemism is "cash flow problem") and a reorganization produced the American Potash & Chemical Corporation, which continued as owner until the early 1970s when Kerr-McGee purchased the property.

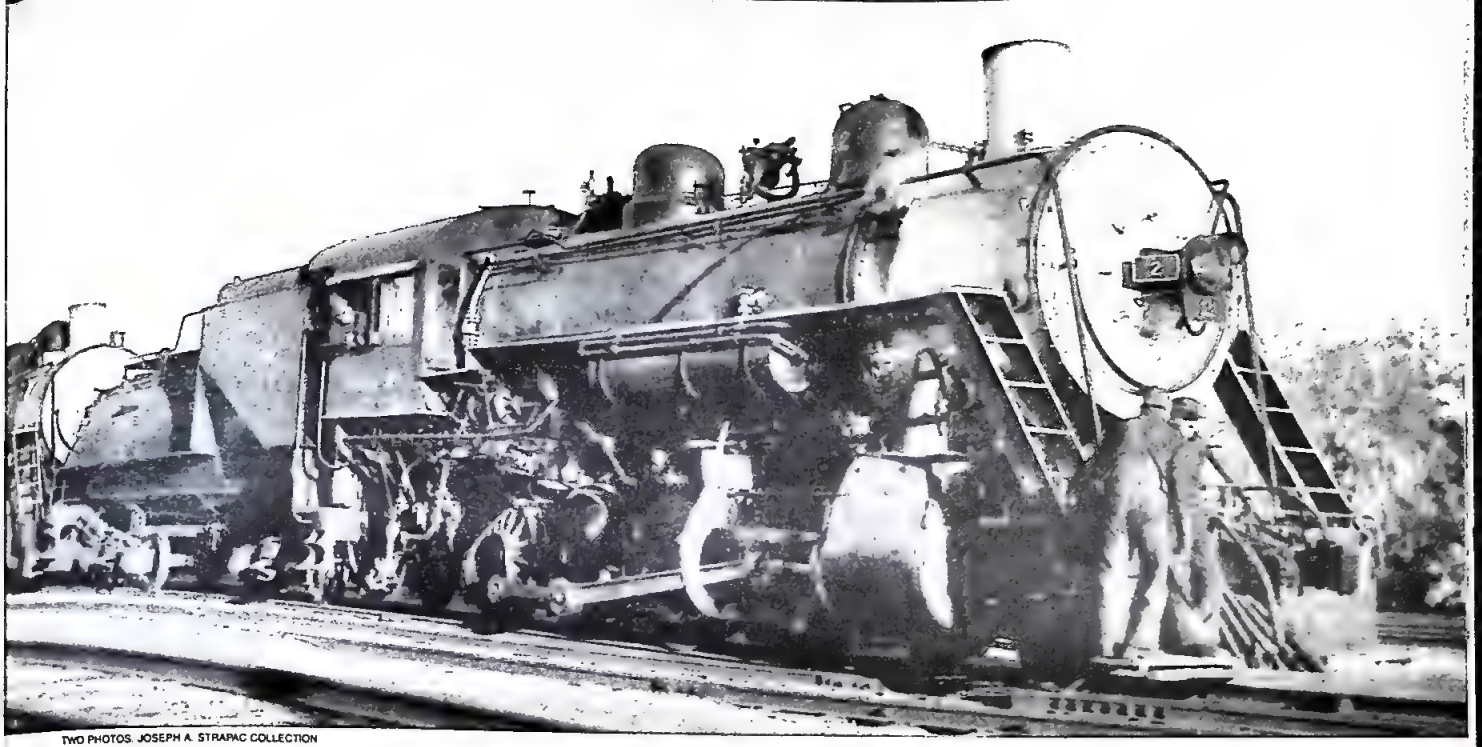
Though the parent company was having its difficulties, outbound tonnage being wrestled uphill to Searles was increasing, so much that the two Consolidations were becoming overtaxed. A third steam engine was needed as a permanent helper. Occasional short term leases of SP power eased the situation temporarily, but purchase, not lease, was deemed the ultimate answer.

And that answer was found with a used locomotive dealer when a Union Pacific oil-burning 2-8-2 that began life on the Los Angeles & Salt Lake and eventually wound up working for the Six Companies (the contractor that built Boulder Dam) became surplus. In January 1937, keeping its former-UP road number, the medium-sized Mike became Trona 2701. Interestingly, the Alco 2-8-2 was built in January 1941, the same month and year as the Trona's original pair of Consolidations.

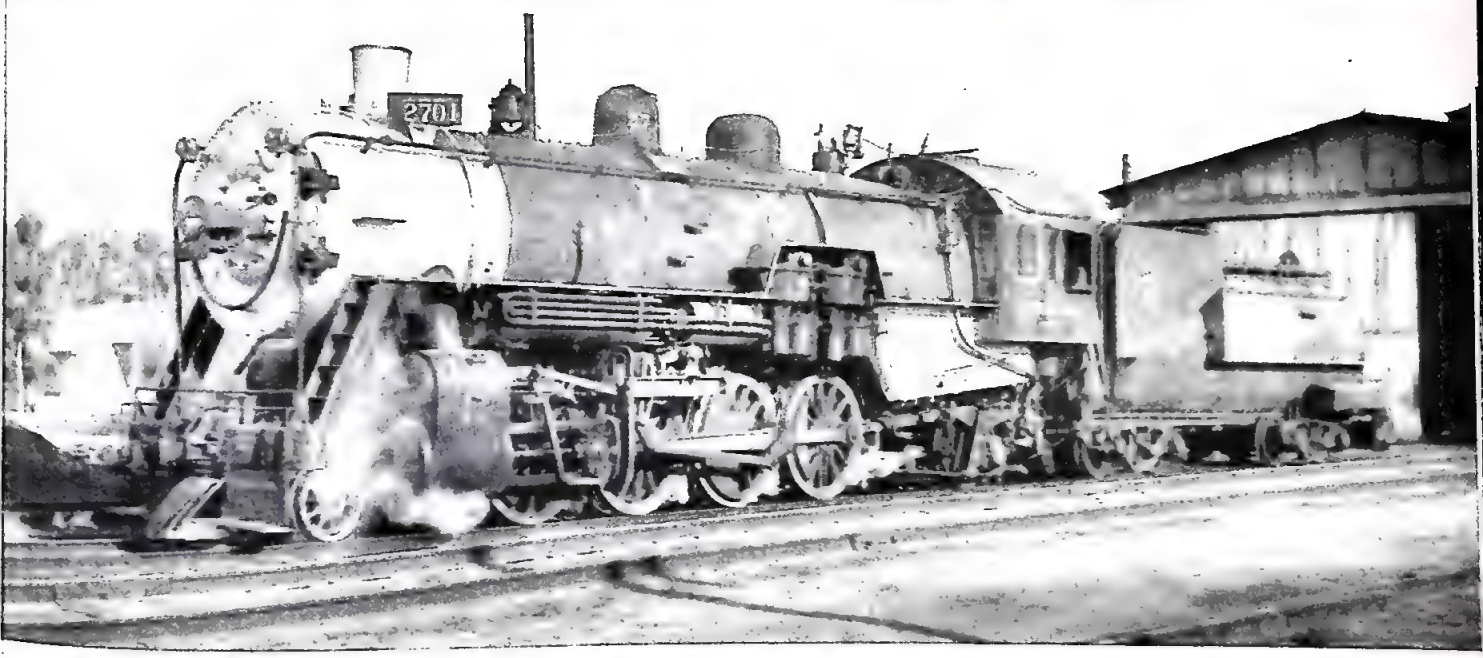
Operations remained basically unchanged as World War II raged on, except that the government put an increasing demand on the parent company to produce more for the war effort. The 2-8-2, it seems, was purchased just in time.

With peace came a return to normalcy for the desert community and the railroad. But with peace came the postwar economy and a boom in products that needed the various potash resources that were now being mined at Trona and nearby West End. More de-





TWO PHOTOS, JOSEPH A. STRAPAC COLLECTION



THE TRONA RAILWAY bought 2-8-0s 1 and 2 new from Baldwin in January 1914. Copies of SP C-9's, they are shown at Trona along with ex-UP 2-8-2 2701 on December 31, 1939. All three still carried the "Three Elephant Route" heralds on their tanks.

mand meant more production, which meant heavier trains. The three steam locomotives, in particular the two 2-8-0s, were worn out. It was time to take a long, hard look at internal combustion.

What resulted after a comprehensive search for replacement power was another nod in the direction of Baldwin and the continuing of a motive power partnership that began in 1914. Wanting power and tractive effort in one package, an order was placed for a pair of DT6-6-2000 center-cabs. Designed for big city transfer duty, the model was quite capable of digging in and pulling every car in the yard, something the Trona desperately needed in order to beat the grueling outbound grade.

Delivered in April 1949, the jumbo pair became numbers 50 and 51. Each developed an impressive 2000 horsepower from twin six-cylinder turbocharged 606SC prime movers, one on either side of the massive cab. They came equipped with multiple-unit controls but, for some reason, no dynamic brakes, an option that would seem a natural for the railroad's long grades.

Along with the diesels came a paint scheme: black hood, red cab and silver trucks and underframe. This eventually gave way to their more-remembered garb of black with silver ends and the current Trona logo on the cab sides.

The Baldwins were an instant success. Capable of both heavy switching and main line work, they were gutsy enough to move the loads over the line to Searles without a helper. So successful were they that 2-8-0 No.1 was sold for scrap in 1950, followed a year later

Trona Railway

ALL-TIME ROSTER

STEAM:

No.	Type	Cyl.	Builder	B/N	Date
1	2-8-0	22" × 30"	Baldwin	41157	1/14
2	2-8-0	22" × 30"	Baldwin	41158	1/14
2701	2-8-2	26" × 28"	Alco-Schenectady	54395	1/14

Steam Notes:

1 Purchased new. Copy of Harriman Associated Lines class C-9. Sold for scrap 1950 to National Metal & Steel Corp., Terminal Island, Los Angeles Harbor.

2 Purchased new. Scrapped 1951.

2701 Purchased 1/37 from United Commercial Co., dealer. Formerly Six Companies 2701. Previously Los Angeles & Salt Lake (Union Pacific) 2701; originally San Pedro, Los Angeles & Salt Lake 3701. Sold for scrap 1955 to National Metal & Steel Corp., Terminal Island, Los Angeles Harbor.

DIESEL:

No.	Model	H.P.	Builder	B/N	Date
49	80-ton	470	GE	27860	5/45
50	DT6-6-2000	2000	Baldwin	74123	4/49
51	DT6-6-2000	2000	Baldwin	74124	4/49
52	AS616	1600	B-L-H	75835	3/54
53	AS616	1600	B-L-H	75139	4/51
54	AS616	1600	B-L-H	75357	6/52

Diesel Notes:

49 Purchased 1964 from U.S.Navy 65-00297, San Diego, California. Ownership transferred to Kerr-McGee Chemical Co.

50 Purchased new. Sold 8/73 to Peabody Coal Co. as its number 50, River King Mine, Lenzburg, Illinois. Sold for scrap 9/77 to Hyman-Michaels Corp.

51 Purchased new. Sold 8/73 to Peabody Coal Co. as its number 51, River King Mine, Lenzburg, Illinois. Sold for scrap 9/77 to Hyman-Michaels Corp.

52 Purchased new. In service.

53 Purchased 11/60 from Southern Pacific 5249. In service.

54 Purchased from Rayonier, Inc., 2nd 14. Purchased by Rayonier in 1973 from Chrome Crankshaft Co., dealer. Formerly Kaiser Steel Corp. (Eagle Mountain Mine) 1028, originally Kaiser Steel 1012-B. In service.

MOTOR CAR:

No.	Type	Length	Engine	Builder	Date
22	55 passenger	50'3"	150-h.p. Buda gasoline	Skagit Steel	1927

Motor Car Notes:

22 The only rail motor car produced by Skagit Steel & Iron Works, built as Longview, Portland & Northern 20, Longview, Washington. Purchased by Trona in 1930s and sold 1941 to California Western M-200, who subsequently sold it 7/75 to Pacific Locomotive Association at Castro Point, now relocated to Niles Canyon, California. Built with a 150-h.p. Buda gasoline engine, it was repowered in 1955 with a 165-h.p. Cummins diesel.

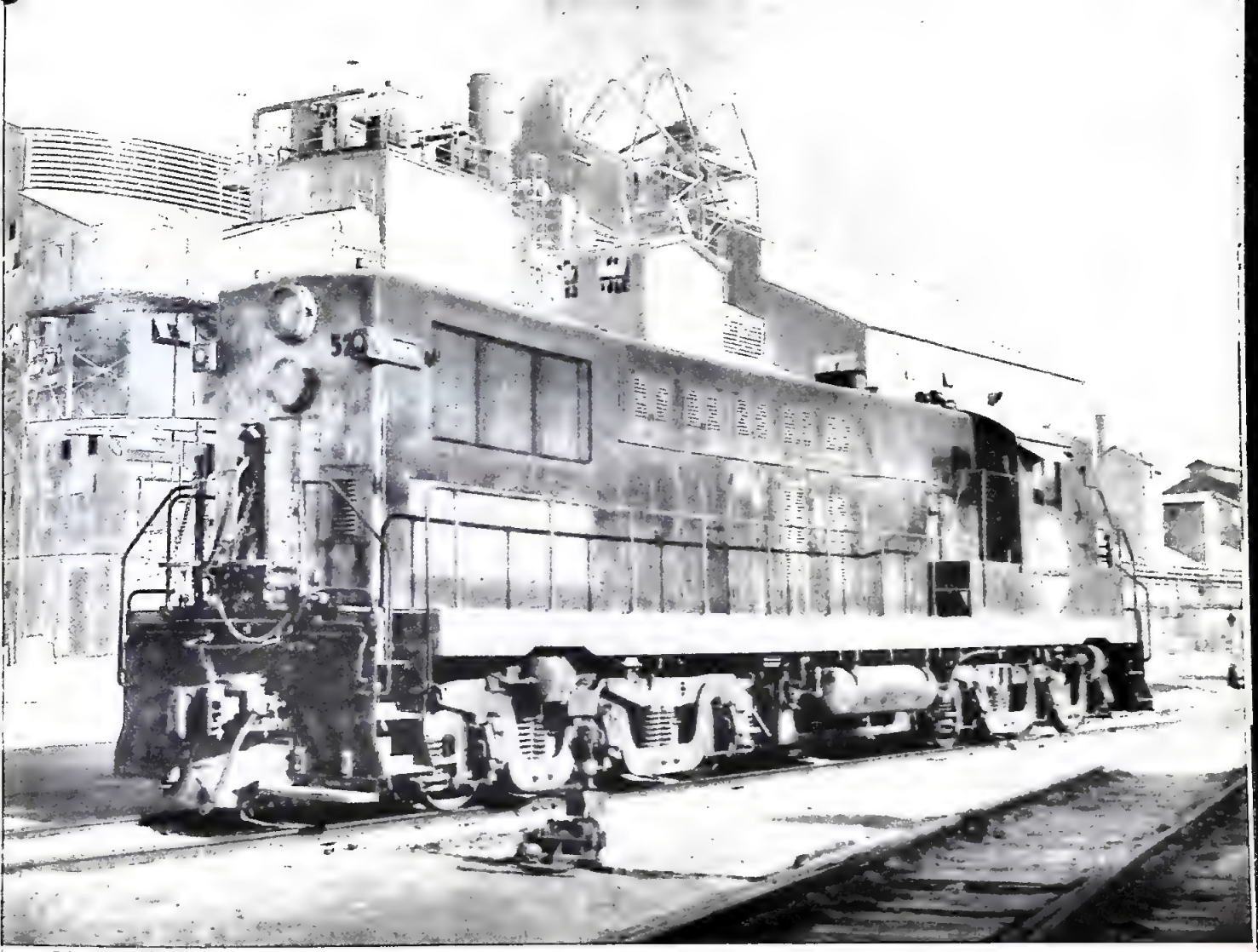
Compiled by Joseph A. Strapac. Note: This roster does not include locomotives owned and operated by Kerr-McGee.

by No 2. Mikado 2701 hung around as the Trona yard switcher, backup power in case one of the diesels went down, occasional helper and once-in-a-while fantrip engine for four more years. Meanwhile, management had given the approval for the purchase of a third Baldwin diesel, this time a more conventional AS616 road switcher, to replace it. The 1954 Baldwin-Lima-Hamilton unit incorporated the late-model AS616 carbody design and rode on Tri-Mount trucks, rather than the original GSC castings found under earlier AS616s and the center-cabs. Now out of a job for good, the 2701 was finally sold to National Metal & Steel Corporation (the same company that cut up its two smaller brethren) at Terminal Island in Los Angeles.

With the arrival of road switcher 52, dieselization of the Trona was complete, but not perfect. As mentioned, the center-cabs had been ordered without dynamic brakes, an extra that would at first seem to be mandatory but felt unnecessary at the time. When the 52 came on the property in March 1954, it had dynamic brakes, and a few applications quickly convinced the railway to retrofit the 50 and 51 as well. With all three units now compatible, the versatility of diesel power could be explored to the fullest. Usually assigned to switching the Trona and West End plants, the 52 could easily substitute for an ailing center-cab or, better yet, on heavy trains be plugged in as a third unit, eliminating a helper crew.

Operations continued smoothly for many years with just the three units, but it was clear that availability was being cut a little fine. One unit down meant dual work for another crew, and if, Heaven forbid, two units went dead, the railroad would be crippled. The solution was to purchase still another locomotive. But this was 1960, and though Baldwin was long out of the diesel business, the Trona wanted to stay with their familiar and proven Eddystone

DON SIMS



TWO PHOTOS: DAVID C. LUSTIG

THE LAST NEW power bought by the Trona was AS616 52 in 1954. It has the late-model carbody and Tri-Mount trucks. The 53, with the older carbody and trucks, is ex-SP 5249, bought used in 1960. Both are shown at Trona on January 9, 1971. By May 1973 the 52 had been cleaned up (left) and was working near Searles with the center-cabs.

technology. The Southern Pacific agreed to sell AS616 5249, and in November 1960 Trona 53 became reality.

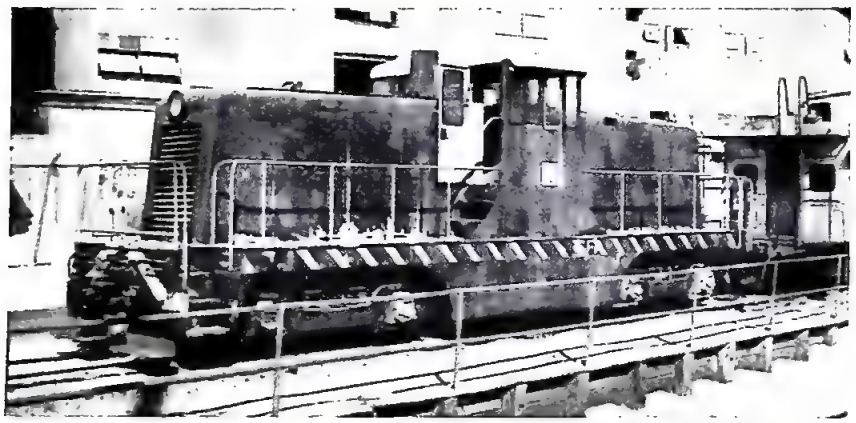
This latest unit, while the same model designation as 52, had an older carbody style and was equipped with the earlier GSC trucks. But it was in good mechanical condition, and that is what really counted.

Now amply powered, the Trona barreled into the 1960s, acquiring a GE 80-tonner and turning it over to the Trona plant as a switcher in 1964. With few alterations, the next nine years would be monotonously the same for railfans, if anyone could call four Baldwins (two of them rare-for-the-West center-cabs) monotonous.

Operations settled down to two or three units working two road trains a day with a maximum of 3000 tons per trip between Trona and Searles. The outbound trains would stop at West End, shuffle up the cars, spot the empties and pick up the loads and then make a nonstop trip to Searles, where more likely than not, the SP train would be late. But time keeping was not really

JIM BOYD

THE TRONA CENTER-CABS were sold to Peabody Coal in August 1973. By mid-1977 they were on the dead line at the Randolph Preparation Plant at Baldwin, Illinois, bumped by ex-Kaiser AS616s. A center-cab on a different scale was GE 80-tonner 49, which was briefly on the Trona roster before being transferred to Kerr-McGee.



JOSEPH A. STRAPAC COLLECTION

a problem as there were always extra empties at the small Searles yard. Dropping off the loads and picking up the string of empties, the crew would then hustle back to West End, dynamic brakes whining, do more shuffling, then head the last five miles to Trona and repeat the process. A second train would work into the night.

But as time had caught up with the Trona steam engines, it was also doing a number on the diesels. The two AS616s, used only sporadically in road service, were still in fine mechanical shape, but the center-cabs were fast becoming unmanageable junk. Not that they hadn't a right to groan and complain, having maintained a tight schedule for over two decades before management decided the pair were terminal.

It was then that the Trona decided not to replace the dying Baldwin center-cabs but instead to lease Southern Pacific power—in fact, lease the very units that were powering the daily Mojave to Searles run. What this amounted to was having the SP units that brought the tonnage up from Mojave to Searles continue on to Trona. This agreement, initiated in mid-1973, is in force today, with a Trona crew picking up the SP train for the final 30 or so miles to Trona. They make their deliveries and pick-ups as quickly as possible and return the SP train to home rails and crew as fast as they can get it over the road. With SP power handling the road job right into Trona, there was no need for the Trona Railway to maintain any road power, and the center-cabs were thus retired.

While the Trona may have thought their center-cabs were dead, the Peabody Coal Company, another believer in Baldwins, purchased both units in August 1973 for their River King Mine operation in Lensburg, Illinois (see "Baldwin's Baldwins," October 1977 RAILFAN). The pair put in another four years of duty in that Midwestern coalfield before finally giving up the ghost and being sold for scrap.

An interesting footnote to the Trona story took place in 1981 when the tunnel on the SP Jawbone line just south of Searles caught fire and had to be closed down. As related in the Steinheimer and Benson article in the August 1983 *Trains*, the SP built a twisting and steep shoofly to bypass the tunnel on the old right-of-way over El Paso Summit directly off the tail track of the Searles wye. This permitted them to maintain service to the Trona while the tunnel was rebuilt. The SP borrowed two Trona Baldwins to run their last clean-up train to Lone Pine and then embargoed the line north of Linnie. After briefly continuing service to the lumber mill at Linnie, the SP finally dropped all service north of Searles in August 1982, shortly after the tunnel had been reopened.

Baldwins today

Normally our story should end here. The SP units power the main line and the remaining Baldwin road switchers 52 and 53 work the yards. Trona management, however, was not tired of Baldwin power, just the 50 and 51. With only two remaining units, there was never downtime for maintenance, and when one unit broke down, the other had to be put on double shift. The answer was to shop around for another Baldwin.

What came in 1986 was another AS616. Purchased from ITT-Rayonier, off of its isolated and recently abandoned Gray's Harbor, Washington, logging operation, the unit had started out life as Kaiser Steel 1012B on the Eagle Mountain Railroad, another Southern California desert operation. Sold to Chrome Crankshaft in the 1970s, Rayonier picked it up and made it their second 14. When Gray's Harbor shut down, the Trona had the Baldwin trucked out, along with a hoard of spare parts to keep all three units going for some time to come. Given a major overhaul in Trona's small but versatile shop, the Rayonier 14 became Trona 54 and introduced a new silver paint scheme with red ends. There was nothing wrong with the old colors, but the new scheme is downright snazzy.

Operations today are not so different from what they have been since the line started using SP road power, except that traffic has increased. Part of the new traffic is a third plant, located at Argus, between Trona and West End. Coal-fired, the emergence of this facility has necessitated Wyoming coal to be shipped in once a week with an additional shipment of coke to help feed the furnaces as well. For the first time, the Trona has substantial inbound traffic.

When SP's Jawbone Branch operated north of Searles, one of its customers was the U.S. Navy's China Lake Naval Weapons Testing Center just north of the Trona. Today with the SP line ending at Searles, the Navy has become a Trona customer, with a new siding being built halfway up the line for an occasional flatcar load of equipment.

The good news for railfans is that the Baldwins are alive and well; the bad

4X5 EKTACHROME DON SIMS

KODACHROME: DAVID C. LUSTIG

news is that unless the schedule is really off, you'll almost never see one of Trona's road trains, for they operate at night. But since the power on the road train is usually SP red and grey second-generation hood units that can be found almost anywhere on the system, not too much is lost.

Receiving a call when the SP train leaves Mojave, a Trona road crew will be waiting at Searles approximately two and a half hours later. If it's Monday, the train will not only have returning empties but up to 84 cars of coal. The train will work its way to Trona, shuffle the yard, drop off the hoppers, pick up the loads and head back to Searles, usually handing it back over to the SP by 8:00 a.m.

On Tuesday there is no train, but on Wednesday the same operation begins again, this time with 51 cars of coke inbound plus the empties. The outbound train is loads and empty hoppers. Thursday finds inbound empties with outbound loads and empty coke cars, while Friday is strictly potash and borax empties in and loads out. On Monday the routine begins again. The out-

THE SILVER CARBODY, introduced on the ex-Rayonier 54 in 1986, has brightened the Trona's image. The 53 and 54 were working the Trona mill in April 1987. The 52 (**below**, at Trona in February 1987) is still in the traditional black. It was with center-cab 50 (**top**) at Searles in May 1973; note the SP power in the distance.

KODACHROME: BEN KERR

TWO KODACHROMES SCOTT SNELL

THE BALDWIN apparently took Alco lessons, as it smokes up the desert skies near Argus in April 1987. There are plenty of photo opportunities where the AS616s work.

bound traffic, by the way, has a surprisingly diverse number of destinations all across the U.S. plus Canada, South America and Europe.

The real attractions in the desert, the three Baldwins, are quite accessible, if you don't mind driving all the way to Trona. They can be found working Monday through Friday (with an occasional four-day week during slow periods) from about 9:00 a.m. to 7:00 p.m. switching all three operations: Trona, Argus and West End. The five-mile stretch of Baldwin territory is paralleled by roads, and there are ample opportunities to photograph the units. But don't expect any bursts of speed or rural atmosphere. Confined to the immediate area, the units are busy but slow. A pair is usually kept coupled nose-to-nose (long hood forward, meaning they run short-ends out) with the third unit being rotated through the shop.

If you go to Trona seeking the Baldwins, they may be observed and photographed at numerous locations between the plants from public property. If you want to get into the Trona Railway shop area, you must get permission from the office on the south

side of the plant. Tradition has been to grant permission to those who ask, although some less-than-polite railfans have caused some irritation in the past. Keep in mind that your behavior could well determine the type of welcome future visitors receive. Even with permission, you will absolutely not be permitted inside the Kerr-McGee plants, though having checked in with the Railway office should prevent any problems if K-M security people get curious about what you are doing in the public areas near the plants. Incidentally, early mornings are best for roster photography.

The future for both Kerr-McGee's potash and borax operation and the Baldwins appears quite solid. Management likes Baldwin power, although they doubt any more will ever see Trona colors—parts are becoming more difficult to find all the time, and Baldwin has been out of the business now for over 30 years.

And then there is the question of the Trona's one and only caboose, which hasn't seen much service since the center-cabs left in the 1970s and the SP equipment took over the road job. It may be seeing daily main line use again. If and when the SP discontinues the use of a caboose on its Searles Turn, the Trona has tentatively decided to tack their own steel hack on the back, stating it is a matter of crew safety.

Who knows? Someday soon railfans will trek to the Trona not only to see Baldwins but to watch a real live caboose in action!

Five Baldwins and an Alco

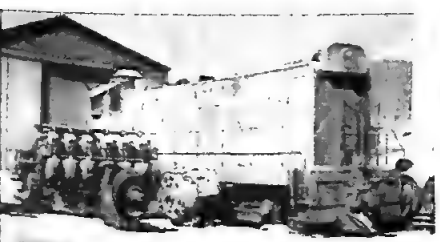
I did mention *five* Baldwins didn't I? And that Alco?

While the Trona Railway's three Baldwin road switchers are the stars of our story, Kerr-McGee operates two more Baldwins and Alco for in-plant switching. A pair of former-SP Baldwin S12 switchers, 1543 and 1550, (usually one working, one in the shop) shuffle up cars at Trona, while at the new Argus plant former-SP low-nose Alco RSD12 2962 does the honors. The units are painted blue and white, although when last observed (from quite a distance) the Baldwins were getting pretty ratty.

Trona does the shop work on the on the Kerr-McGee units, and that is probably the only time someone might get a good look at them. For when they're at work, the Kerr-McGee trio is behind miles of fence and are usually deep inside the plant, only rarely coming out to where a telephoto might pick them off. But they do occasionally come up for air, and a drive around the perimeter of the plant (stay off the property, Kerr-McGee doesn't like trespassers) may turn up something. Kerr-McGee will not grant permission to get into the plants to photograph these units, so don't even bother to ask.

Why an Alco in what is an obviously Baldwin bastion? That question was posed to a Trona shop employee busily replacing the pistons in number 52. "Beats me," he said. "They probably got a good deal on it."

Stranger things have happened in the desert.



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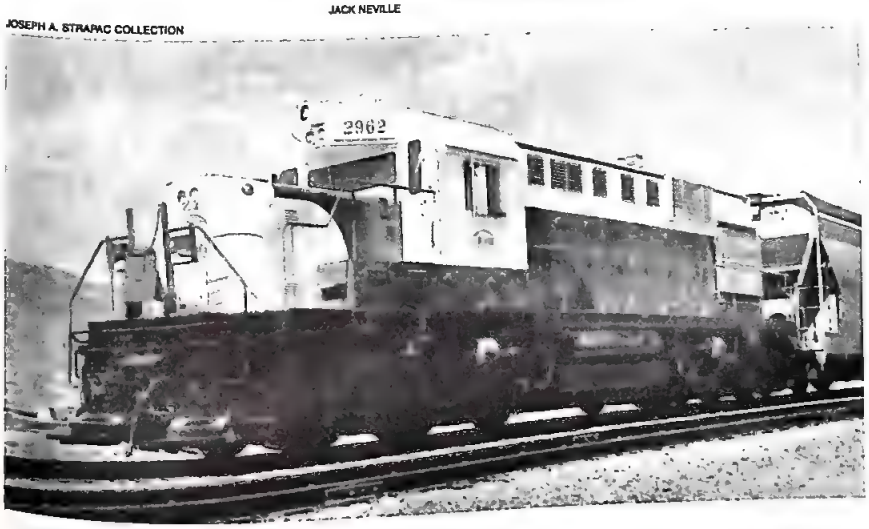

JOSEPH A. STRAPAC COLLECTION

AN ALCO RSD12, ex-S7 2962, and two Baldwin S12 switchers are owned by Kerr-McGee and kept well within the confines of the chemical plants, usually well out of range of railfan photographers, though they can occasionally be seen from the outside the property. The blue and white 2962 was working the new Argus plant (below) on February 27, 1979. Kerr-McGee S12 844 (ex-SP 1543) was being worked on at the Trona shop in April 1987. Its hood is heavily-weathered silver and the frame is blue.

SUPERPOWER STEAM

In Color & Live sound
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2839: TRACK SPEED
In CP lettering, the Royal Hudson rolls south on 3/3/79 with nine cars, including the *Mardi Gras*. Incredible pacing at 79 mph plus thundering runbys on grades south of Lynchburg. Then, repainted, from Alexandra to Charlottesville, blasting up Fairfax Hill plus track speed pacing south of Manassas.
35 Min. $34.95

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Lima superpower on the Southern Mainline! C&O 2-8-4 2716 talks it up on a Charlottesville turn in 1982. Then, in 10-drivered pacing and runbys, T&P 610 takes a full consist over the same route.
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Rare trip over the ex-PRR Ft. Wayne Division out of Orrville (with K4 whistle) then P&LE from Struthers east. Scenes include Summit Cut, Ft. Wayne Bridge, Monaca Bridge and pacing at Aliquippa.
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C&O 614 pulls the Chessie Safety Express on B&O's west slope between Pittsburgh and Sand Patch. Scenes include Confluence Tower, Markleton, Ohiopyle and classic pacing at Sutersville.
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614: WHEELING
From Grant Street Station to the Ohio River at Wheeling over a route now targeted for abandonment. Scenes include Benwood Junction, the Mon River Bridge and pacing up Streets Run to a stall at Baldwin.
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Akron to Pittsburgh on B&O's tough P&W Division. No helpers needed as 614 crests Bakerstown Summit in both directions, with pacing from the Allegheny River Bridge to Bakerstown Station.
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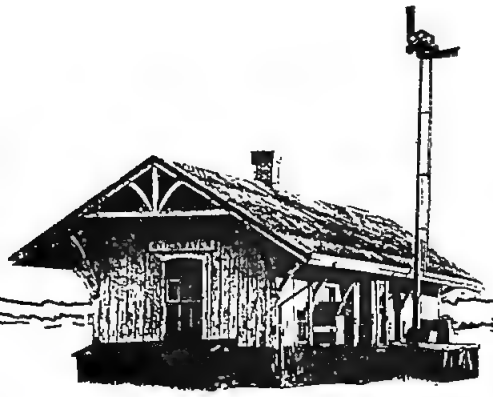

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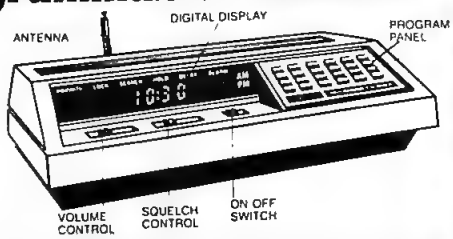

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Roanoke '87

THE NRHS CONVENTION at Roanoke produced some amazing images of steam in action. After N&W 2-6-6-4 1218 had brought the passenger train west from Roanoke to Bluefield on Thursday, July 30, 4-8-4 611 returned with it via the former-Virginian, as seen (top) at Eggleston, Va. Later that afternoon, the 1218 returned to Roanoke on the N&W with 16 loads of coal, shown (above) at Glen Lynn.

Photo Line

FUJICHROME WALT LANKENAU

KODACHROME MIKE DEL VECCHIO

KODACHROME LARRY SMITH

THE PERFECT MEET occurred at the east end of the Bluefield yard as 1218 arrived from Roanoke with the July 30 passenger train and was greeted by the ready-to-go 611. The next night **(bottom left)** they were nose-to-nose again for Larry Smith's night photo session. On Saturday the two giants began a movie run **(left)** at Elliston and then see-sawed upgrade **(below)** to Christiansburg.

KODACHROME MITCHELL OAKELMAN

KODACHROME KERMIT GEARY JR

EKTACHROME TUNGSTEN 50· GREG NAZAROW

THE NIGHT PHOTO SESSION at Shaffer's Crossing on Friday was floodlighted with video lights by television professional Larry Smith. To get to the night session, the 1218 had come in from Bluefield Thursday on a coal train, shown (top) east of Oakvale.

Photo Line

KODACHROME: BILL MYERS

FOLLOWING THE MOVIE RUN near Shawsville on Saturday, the 1218 was just getting its coal train moving as the 611 stormed past on the grade. That's 1218's fireman Preston Claytor between the tracks getting an unforgettable photo. The 1218 demonstrated her articulation on the Bluefield wye (below left) on Thursday. The FP7s were a pretty sight on the N&W Shenandoah line on Wednesday. ⊂

KODACHROME: KERMIT GEARY JR.

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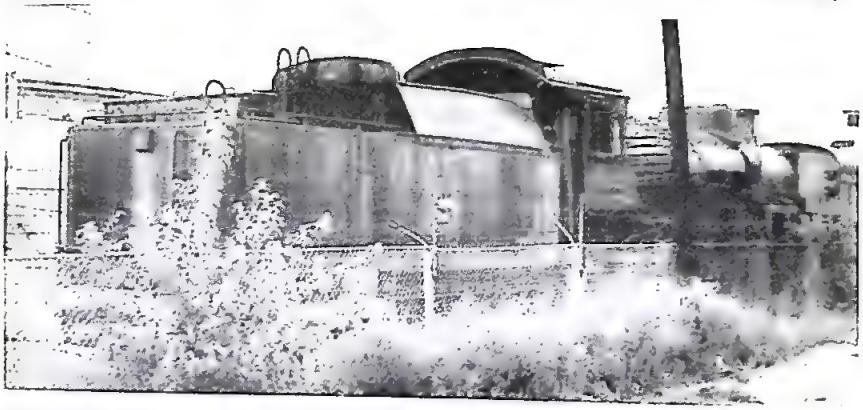


CB&Q 2-8-2 4963 was not scrapped, as reported last month, but survives at the Anthony Contracting scrap yard in Chicago, where is was photographed here in August 1987.

Dick Jensen's engines

In last month's RAILNEWS we reported on the scrapping by Chicago's Metra commuter authority of Dick Jensen's ex-GTW USRA light Pacific 5629. The fantrip favorite of the 1960s fell under a financial cloud when a 1971 excursion was canceled the day before it was to run, and the 5629 was subsequently stored at a number of locations around Chicago before winding up in the old Rock Island roundhouse at Blue Island, Illinois. When Metra wanted to clear the property and build a maintenance facility there, they asked Jensen to move the engine. When he apparently ignored the request, a legal battle commenced that resulted in Metra getting court-mandated authority to scrap the engine—but since they did not own the engine, they could not sell it. Only Jensen could do that, and he reportedly refused. The color photo on page 73, taken on July 17, 1987, is evidence that the job was done. This happened only after intense public and private efforts to save the engine, but legal entanglements prevented a happier ending.

If there is a more pleasant side to this whole unfortunate episode it is that one of Jensen's other engines, CB&Q O1a 2-8-2 4963, was not, as reported, already cut up in the same scrap yard that got famed 4-8-4 5632. The 4963 is presently stored at the Anthony Contracting Division of Erman-Howell at 87th Street and the Dan Ryan Expressway where it was "too much of a pain in the neck" to cut up. The engine is for sale at a reasonable price, but it may be a problem to transport as at present it is unsuitable to be moved on its own wheels. There have been a number of interested parties, but so far no firm offer has been made for the engine.

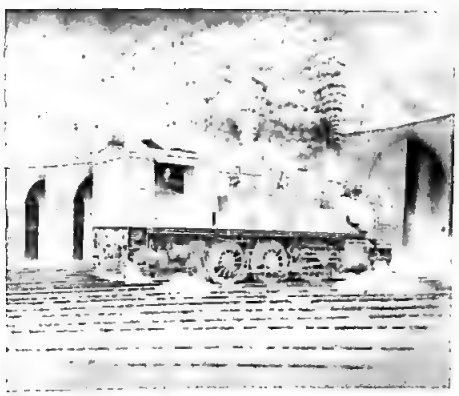
Meanwhile, sister 2-8-2 4960 is in Gary Bensman's shop in Ft. Wayne, Indiana, for overhaul and is available for lease from its owner, Mid-Continent Railway Museum of North Freedom, Wisconsin. The 4960 had been in service a few years ago on Harold Keene's now-defunct Bristol & North Western in Virginia (see September '82 R&R).

Roanoke Conventions past

The big bash in Roanoke this past summer was the third national convention that the National Railway Historical Society has held in that heart city of the Norfolk & Western. J.J. Young, Jr., made all three (1957, 1977 and 1987) and recalled some of the activities of the first two.

The N&W was still predominantly steam in the summer of 1957, and the engines that ran on the fantrips were just "generic" locomotives out of the fleet of hundreds. The fan-

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the biter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes: 14"x17" $15.00 ea. and 17"x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goal) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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DECEMBER 1987 ISSUE ON SALE NOVEMBER 1.

watch trains there until the local returned in the afternoon. Observed on the trains that passed by were J 611 on the *Birmingham Special* and the huge steam turbine electric *Jawn Henry* in helper service out of Boaz. There were equipment displays of N&W steam at Shaffer's Crossing and Virginian diesels, electrics and dead steam (including a 2-8-4 and 2-6-6-4) at their yard.

The headquarters, of course, was the Hotel Roanoke, and a special attraction there was a display of stunning night photos by a then-relatively-unknown photographer named O. Winston Link. That is where J.J. saw his first copy of the N&W's now legendary publicity booklet *Night Trick*, featuring Link's photos.

The 611 and 1218 were both hard at work in revenue service during the 1957 convention, but they were both dead and cold in the museum in Wasena Park for 1977. The steam action for 1977 brought in a couple of out-

NORFOLK & WESTERN Class J 4-8-4 611 was seen at the 1957 NRHS Roanoke Convention, but she was just one of a whole fleet of J's in regular service. Here she is making up time on the late-running *Birmingham Special* westbound at Blue Ridge Summit, observed by conventioneers who rode the Lynchburg local up there to watch trains for the day. The 611 was notable only for her missing top shrouding, a result of her overturning into the Tug Fork of the Big Sandy.

trips included a Y6 2-8-8-2 on the run to Bluefield, westbound on the N&W and returning via the Virginian (which was still very much an independent railroad that would not merge into the N&W until 1959). A doubleheader with 4-8-0s ran to Christiansburg and picked up a third Class M for a triple-headed run on the Blacksburg branch mixed train. And extra cars were added to the regular steam-powered local to Lynchburg, where you could either ride the entire round trip or detrain at Blue Ridge station to

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landers' Southern Railway 2-8-2 4501, which ran the Shenandoah line, and ex-T&P 2-10-4 610, which made the obligatory Bluefield trip and doubleheaded with 4501 over Blue Ridge to Lynchburg.

The 1987 convention captured far more of the spirit of 1957 than 1977, with N&W steam action on home rails. It was also the most successful NRHS convention in history, with over 1700 registered and over $16,000 in fares returned for events that were sold out for up to a month in advance.

The 1988 NRHS convention will be hosted by the Tri-State Chapter in New Jersey, which is lining up some excellent steam and diesel action along with a full range of family activities in the metropolitan area. But Roanoke will be a hard act to follow.

Preserving Penn Central

Jeffrey Dobek of Tecumseh, Michigan, recently sent us the following letter:

"As a flood of Conrail blue covered the railroads in the Northeast in the years after 1976, the unique green of the Penn Central Transportation Company disappeared, many thought, and some hoped, forever. Happily this is not the case, as evidenced by the accompanying color photo.

"The Southern Michigan Railroad Society, Inc., owner of the former-NYC Clinton to Lenawee Junction, Mich., line, purchased a Conrail class NE-6 caboose in January 1987. The car, Conrail 19851 (formerly Conrail and PC 23821), was built by Pullman-Standard in 1944 as New Haven C-305. The Society had it trucked in to their rail site in April and put back on its trucks. A sandblasting was undertaken, followed quickly by a coat of Penn

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PATRICK G. GOLDEN

DICK JENSEN'S ex-GTW Pacific 5629 was under the scrapper's torch on July 18, 1987, at Blue Island, Illinois. As unfortunate as the circumstances were, this photo is a textbook lesson in the internal workings of a steam locomotive. The rear flue sheet, firebox crown sheet and radial staybolts are clearly visible. Note the superheater header and steam feed pipes to the cylinders in the smokebox. Note also the two different sizes of flues and some superheaters visible in the cut flues.

Central green and the appropriate lettering. The car number was changed to 19882 in honor of another PC car that was assigned to the Society's rail line between 1975 and 1980.

"This unique car, probably the only piece of equipment restored to PC paint to date, now operates in passenger service along with a former-NYC car."

Well, Jeff, it's not quite the only piece of equipment restored to PC, but it is a worthy effort (I've always thought the PC would have been much more palatable if they would have used that green scheme on their engines). There is another Penn Central caboose enshrined just across the border in Kendalville, Indiana, near Conrail's Toledo-Elkhart main line, as part of a Burger Chef restaurant. As photographer Doug Leffler points out, however, the preservation is imperfect: "The only hitch is that the caboose is painted red. It's probably the only PC caboose in history ever to be without the ugly jade green."

It seems the PC is still controversial.

Jim

KODACHROME: MIKE THOMAS

AMAZING THINGS are happening in railroading today. The Springfield Terminal now has at least two ex-D&H C424ms painted in Guilford gray; the 74 (former D&H 455) was at Fitchburg, Mass., on August 14. And in Clinton, Mich., the Southern Michigan R.R. Society has restored a Penn Central caboose.

DOUG LEFFLER

PENN CENTRAL caboose 27976 has been incorporated into a dining area for the Burger Chef restaurant in Kendalville, Indiana.

KODACHROME: JEFFREY DOBEK

KODACHROME: JOHN WALKER

COLORFUL CAB UNITS were lined up for the "Feather River Rail Festival" at Portola on July 11, 1987. Joining Alaska and WP F-units is ex-Long Island FA 604. See page 40.

Railnews

KODACHROME: GARY HOOVER

STEAMTOWN FP7 637, their first cab in Lackawanna passenger livery, creates a near timeless scene at Moscow, Pa., on June 22, 1987. Leased ex-BAR F3 44 is slated for similar treatment.

KODACHROME: LARRY R. STILES

ONE OF THE LAST SURVIVING Katy F-units operates today as cableless booster 401B. It made a rare uncoupled appearance at Baden Yard in St. Louis May 23, 1987.

KODACHROME: JOHN D. WARREN

BAY COLONY RAILROAD recently aquired former Detroit & Toledo Shore Line GP7 50. The Geep still shows its stripes dating back to the joint control of D&TSL by the NKP and GTW. Lettered for BCLR, it is seen at Bourne, Mass., on July 29, 1987.

EKTACHROME: BOB THOMPSON

KIAMICHI VALLEY purchased 228 miles of former Frisco trackage along the Oklahoma-Texas border. The 3801, at the Hugo, Ok., headquarters on July 25, 1987, is one of four ex-MP GP35u's and three ex-BN GP9s leased by the new railroad.

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